

BA-3091

North Point State Park

Architectural Survey File

This is the architectural survey file for this MIHP record. The survey file is organized reverse-chronological (that is, with the latest material on top). It contains all MIHP inventory forms, National Register nomination forms, determinations of eligibility (DOE) forms, and accompanying documentation such as photographs and maps.

Users should be aware that additional undigitized material about this property may be found in on-site architectural reports, copies of HABS/HAER or other documentation, drawings, and the “vertical files” at the MHT Library in Crownsville. The vertical files may include newspaper clippings, field notes, draft versions of forms and architectural reports, photographs, maps, and drawings. Researchers who need a thorough understanding of this property should plan to visit the MHT Library as part of their research project; look at the MHT web site (mht.maryland.gov) for details about how to make an appointment.

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Last Updated: 09-25-2012

CAPSULE SUMMARY

North Point State Park

BA-3091

Edgemere vicinity

Baltimore County, Maryland

Park = 1987

Public

North Point State Park comprises approximately 1,330 acres, including 667 acres of wildlands. The park is located along the Chesapeake Bay, south of the town of Edgemere and southeast of Baltimore City in Baltimore County, Maryland. North Point State Park occupies the southeastern portion of the Patapsco River Neck. The park was acquired by the state between 1987 and 2000. Historically, the Patapsco River Neck was primarily agricultural. The construction of Bay Shore Amusement Park during the early twentieth century brought entertainment to the peninsula.

The purpose of this Maryland Inventory of Historic Properties (MIHP) form is to evaluate North Point State Park as a potential historic district and to assess each MdDNR-owned built resource constructed prior to 1960 applying the National Register Criteria for Evaluation (36 CFR 60.4[a-d]) and the criteria for the Maryland Register of Historic Properties (Annotated Code of Maryland, Article 83B, Title 5). The park as a MdDNR land unit is not eligible for the National Register as a historic district. However, the cultural landscape contained within the current park boundaries reflects two unrelated, yet distinctly recognizable, historic districts: Todd Family Farms and Bay Shore Park.

The Todd Family Farms Historic District comprises three properties associated with the Todd family that represent the broad pattern of local agricultural history (Criterion A) and the broad historical trends in domestic architecture (Criterion C). These properties are the Todd Farmhouse (Todd's Inheritance) (BA-146, Site 18BA370), the New Todd Farmhouse (BA-1390), and the Ridgely Todd House. The Todd Farmhouse was individually listed in the National Register in 1973.

Bay Shore Park (BA-2361,) and the amusement park's trolley station (BA-2362) were evaluated for the National Register in 1992. The trolley station, amusement pier, center fountain, sidewalk circulation system, building foundations, and power plant were determined eligible under Criterion A for their association with the development of streetcar-related recreation.

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1. Name of Property (indicate preferred name)

historic North Point State Park

other

2. Location

street and number North Point Road not for publication

city, town Edgemere ☒ vicinity

county Baltimore County

3. Owner of Property (give names and mailing addresses of all owners)

name Maryland Department of Natural Resources

street and number 580 Taylor Avenue, E-3 telephone 410-260-8164

city, town Annapolis state MD zip code 21401

4. Location of Legal Description

courthouse, registry of deeds, etc. Baltimore County Courthouse tax map and parcel: multiple

city, town Towson liber folio

5. Primary Location of Additional Data

- ☒ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☒ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report
☐ Other

6. Classification

Category	Ownership	Current Function	Resource Count
<input checked="" type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing Noncontributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> commerce/trade	<input type="checkbox"/> buildings
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input checked="" type="checkbox"/> recreation/culture	<input type="checkbox"/> sites
<input type="checkbox"/> site		<input type="checkbox"/> defense	<input type="checkbox"/> structures
<input type="checkbox"/> object		<input type="checkbox"/> domestic	<input type="checkbox"/> objects
		<input type="checkbox"/> education	<input type="checkbox"/> Total
		<input type="checkbox"/> funerary	
		<input type="checkbox"/> government	
		<input type="checkbox"/> health care	
		<input type="checkbox"/> industry	
		<input type="checkbox"/> landscape	
		<input type="checkbox"/> religion	
		<input type="checkbox"/> social	
		<input type="checkbox"/> transportation	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	

Number of Contributing Resources previously listed in the Inventory

41

7. Description

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Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Resources previously listed in the National Register: ☐ 1

☐ Todd's Inheritance

Resources previously determined eligible by the Maryland Historical Trust: ☐ 2

☐ Bay Shore Park

☐ Trolley Station (North Shore Park)

National Register-eligible Districts: ☐ 2

☐ Bay Shore Park

☐ Todd Family Farms

Non-Contributing Resources: ☐ ☐ 11

Sites not evaluated: ☐ 20

SUMMARY

North Point State Park comprises approximately 1,330 acres, including 667 acres of wildlands. The park is located along the Chesapeake Bay, south of the town of Edgemere and southeast of Baltimore City in Baltimore County, Maryland. North Point State Park occupies the southeastern portion of the Patapsco River Neck. North Point Road, a north-south oriented road, is the major access to the park and forms a section of the park's western boundary. Park lands extend northwest of North Point Road to North Point Boulevard. The park includes more than six miles of shoreline along the Chesapeake Bay, Back River, and Shallow Creek (Maryland Department of Natural Resources [MdDNR] 1993:5). Wetlands include the Black Marsh, considered to be one of the finest tidal marshes on the upper Chesapeake (MdDNR 1993:5). Park activities and amenities include hiking and biking trails, tidal fishing, flatwater paddling, and picnicking.

The topography of North Point State Park is low and flat. The landscape is characterized by woods, active agriculture, and unmanaged fields. Approximately 45 per cent of the park is wooded; the majority of the woodland is classified as mesic to xeric upland hardwood forest (MdDNR 1993:8). Tree species include red, white, and black oak; tulip poplar; sweetgum; sassafras; black cherry; and, scrub pine. Approximately 250 acres of the Black Marsh consist of tidal and non-tidal emergent wetlands (MdDNR 1993:8). Eight other marshes can be found along the fringes of Shallow Creek, Black River, and the Chesapeake Bay (MdDNR 1993:9). A wading beach is located along the shore of the Chesapeake Bay. Approximately 667 acres of the park are designated wildlands. A wildland designation overlays all or part of a state park or other MdDNR land unit and contains "wilderness characteristics and otherwise outstanding and unique natural features worthy of preservation in a natural state" (MdDNR April 2002:3).

Historically, the Patapsco River Neck was primarily agricultural. The construction of Bay Shore Amusement Park during the early twentieth century brought entertainment to the peninsula. The Pennsylvania Steel Company bought farmland in 1887 and developed the company town of Sparrow's Point (Arnett et al 1999:478). Aside from Sparrow's Point, the marshy peninsula remained sparsely populated until the early twentieth century. Both world wars and the Korean conflict stimulated the steel, aircraft, weapons, and shipbuilding activities along the peninsula (Arnett et al 1999:478). Bethlehem Steel purchased the Bay Shore Park as part of an anticipated expansion that never occurred when the steel company allowed its employees to fish and hunt on the property.

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Acquisition of the land for the state park began in 1987 when the state acquired approximately 1,320 acres from the Bethlehem Steel Corporation. Parcels containing approximately 6.07 acres were acquired in 1992 and an additional 4.20 acres were acquired in 2000. Park improvements, including the visitor's center and the biking and hiking trails, were completed during the late 1990s.

The park's natural resources and all built recreational facilities are located along the bay side of the peninsula between the Chesapeake Bay and the Shallow Creek. Park support facilities include the visitor's center and park ranger residence. Resources associated with the Bay Shore Park consist of the amusement pier, trolley station, power plant, and the fountain. The park's agricultural resources are concentrated along North Point Road and comprise three properties associated with the Todd family, including Todd's Inheritance, the new Todd farmhouse, and the former Ridgely Todd house.

Twenty-one built resources consisting of 14 buildings, 5 structures, one district, and one object constructed before 1960 are located in North Point State Park.

METHODOLOGY

The overall purpose of this project is to provide the Maryland Historical Trust (MHT) and the Maryland Department of Natural Resources (MdDNR) with consistent data on the cultural resources contained within North Point State Park. The survey area consisted of MdDNR-owned lands within the state park boundaries as of January 2003 based on a review of property maps verified by North Point State Park personnel. No MdDNR leased properties were surveyed as part of this project. Property owned by other state agencies or private entities were not surveyed as part of this project.

Historical Research

The Maryland Inventory of Historic Properties forms and the archeological site files on file at MHT and MdDNR provided the base-line data for historical research conducted for each MdDNR-owned land unit included in the survey. An analysis of the property types and occupation periods of cultural resources provided the basis for identifying the historic themes/historic contexts appropriate to evaluate the historic resources in the park. The development of historic contexts that encompassed the history of the park prior to state ownership was synthesized from the architectural and archeological forms and expanded to incorporate information contained in historic maps and other secondary sources, such as published county and local histories and National Register documentation. Research in primary archival materials, such as deed research or genealogical materials available in local historical societies, was not conducted for this project.

Historical research also was undertaken to document the history of the MdDNR land unit. Research was conducted at MdDNR to provide an overview of how each unit came into existence and how the lands that comprise each unit were assembled. The purpose of this research was to determine the reasons behind the establishment of the land unit and subsequent management practices. Sources examined in this research effort included MdDNR real estate acquisition files, land unit files, interviews with park personnel, park master plans, and relevant secondary sources on the development of parks in the state of Maryland.

Field Survey

Research into the archeological site files maintained by the MHT indicated that 20 archeological sites had been previously identified. The location and identification of previously unrecorded archeological sites was outside the scope of the project.

Archeological reconnaissance survey focused on the relocation of archeological sites recorded in the archeological site files

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maintained by MHT. The data in the archeological site files was augmented through review of published literature and unpublished reports available at the MHT library. The mapped or reported location of each recorded site was visited and its condition was assessed, based on surface conditions (e.g., undisturbed, plowed, eroded, graded/contoured, collected, vandalized, dredged, or other). Archeological survey of the resources at North Point State Park was conducted during January 2003.

Architectural field survey comprised built resources constructed prior to 1960, the landscape elements associated with the individual resources, and the overall landscape of the MdDNR-owned land unit. The list of built resources included in the survey was compiled from the Maryland Inventory of Historic Properties maintained at the MHT and the Detailed Maintenance List (DMI) provided by the MdDNR. The DMI, compiled during the late 1990s, contained information about building materials and components, as well as information on location, estimated construction date, dates of renovations, and an assessment of condition. The list of built resources for survey was refined through interviews with MdDNR personnel. No efforts were made to reconcile the building list for buildings identified as constructed post 1960 beyond information gathered from knowledgeable park personnel. Construction dates for built resources were assigned based on available MIHP or published documentation, MdDNR Detailed Maintenance Inventory (DMI), historic maps, building construction materials, stylistic ornamentation, and building typologies.

Architectural field investigations were conducted on the exteriors of all pre-1960 buildings to verify the character-defining features and materials of previously identified historic buildings as recorded on MIHP forms and to assess the integrity and overall physical conditions of the exterior materials of the resources. Previously unidentified resources constructed prior to 1960 also were surveyed. No additional architectural data or photographs were collected for pre-1960 MdDNR-owned buildings that are pending demolition for which MdDNR has obtained MHT concurrence letters or MHT Determinations of Eligibility classifying the resource as not eligible for listing in the National Register of Historic Places. The architectural survey of built resources at North Point State Park was conducted in January-February 2003.

Building conditions of excellent, good, fair, poor, or ruin were assigned during the architectural survey based on the physical appearance of the exterior materials present on the resource at the time of the site visit. The building classifications do not necessarily reflect those condition assessments recorded in the MdDNR's DMI. For the purposes of this survey, excellent was defined as the overall absence of conditions requiring maintenance or cosmetic repairs. Good meant that building systems and materials appeared to be sound, with minimal problems noted. Cosmetic conditions, such as minor paint failure due to age of paint or minor rot in contained wood elements, could still be classified as good condition if they appeared to be correctable with minor repair. Fair condition was used to denote problems in several types of exterior materials or systems, such as rot in wood elements in several systems that could be corrected through maintenance, but without apparent structural damage. Poor denoted systematic problems in several materials or systems, such as large sections of missing siding or roofing, often resulting in evidence of structural failure. Ruin was used to classify buildings or structures that were no longer usable in their current condition.

DESCRIPTIONS

The following descriptions are organized by property type. The property classifications were based on the primary historic function of the property as defined by the National Register of Historic Places (U.S. Department of Interior 1997). The property categories are detailed in the accompanying table. The Shaw house (BA-147) identified in the 1973 MIHP form was demolished by 1977.

PREHISTORIC ARCHEOLOGICAL SITES

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Archaeological Data Removed

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Archaeological Data Removed

BUILT RESOURCES

AGRICULTURE/SUBSISTENCE

The foundation and cellar are all that remain of the SHAW HOUSE (Foulke house) (BA-147, constructed ca. 1800 (Miller 1973). The house was demolished by 1977 according to MdDNR rangers (Rick Ruszin and Steve Takos personal communication 21 January 2003). The building occupied a rectangular footprint and was constructed of wood, brick, and stone on a rubble stone and brick foundation. The archeological component identified as surrounding the former house.

The Shaw Barn (BA-147), constructed ca. 1900, is west of the remains of the Shaw house. Construction dates were based on visual observations. The two-story, wood-frame building occupies a rectangular plan and rests on a brick foundation. The building is clad in horizontal beaded board. The first floor of the front (east) elevation is open; doors are not present. Windows are found on the second floor of the east elevation and the first floor of the west elevation. The windows consist of six-over-six

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light, double-hung, wood-sash units. The gable roof is sheathed in corrugated metal.

An addition was constructed to the right (north) of the building. The addition rests on a concrete slab foundation and is clad in asphalt shingles. The shed roof is sheathed in standing seam metal. One-over-one light, double-hung, wood-sash units of various sizes are found on the side (north) and rear (west) elevations of the addition. Access to the addition is from paired, plywood doors on the front of the building; a second entrance consisting of a single, five-light wood door is found the addition's north elevation. A well is located behind the addition. The barn is in poor condition. Lights are missing from the windows, the corrugated metal roof is rusting, and the wood siding is loose and missing in some locations. Paint failure was noted. The building was leaning and the rear of the building was being braced by telephone poles, suggesting structural failure.

Shaw Outbuilding 1 (BA-147), constructed ca. 1900, is located north of the barn. Construction dates were based on visual observations. The single-story, wood-frame building rests on a brick foundation and terminates in a gable roof. The roof is sheathed in corrugated metal. A hollow, clay tile chimney is located on the south end of the west elevation. The building is clad in horizontal wood clapboard siding. One, eight-light, fixed-sash, wood window is found on the east elevation. The off-center entrance to the building is on the south elevation. The door is constructed of plywood. The building is in poor condition. Siding is coming away from the framing and is rotting. Paint failure was noted. The roof is rusted.

Shaw Outbuilding 2 (BA-147), constructed ca. 1900, is located south of the Shaw barn. The single-story, wood-frame building terminates in a gable roof. The foundation is not visible. The roof is sheathed in corrugated metal. The walls are clad in horizontal, wood clapboards. All the lights are missing from the window frames. The building has one entrance; the door is missing. A single-story, shed-roof addition was constructed on the south elevation. The addition's roof is sheathed in composition roll. The addition has a large opening on the east elevation; a door is not present. The building is in poor condition. The building exhibits structural failure. Paint failure and loose siding and rotten boards were noted. All lights are missing from the sash. The roof also was collapsing.

Shaw Outbuilding 3 (BA-147), constructed ca. 1900, is located south of Shaw outbuilding 2. Construction dates were based on visual observation. The single-story building occupies a square plan. The wood-frame building is clad in board and batten wood siding. No windows are present on the building. A four-panel wood door is located in the west elevation. The building terminates in a shed roof sheathed in composition roll. The building is in poor condition. The siding exhibited signs of rot. Structural failure was noted; the door was detached from the jamb and the entire building was leaning towards one side.

The Shaw Cemetery (BA-147), ca. 1820, is located adjacent to the access drive to the Shaw complex, east of the ruins of the Shaw dwelling. The cemetery is located on a knoll above the surrounding active farm field. The cemetery consists of a square plot with four visible markers. Dates on the markers are from the early nineteenth century. The cemetery is in poor condition. The site is surrounded by overgrown vegetation and headstones are askew.

TODD FARMHOUSE (Todd's Inheritance) (BA-146, Site was constructed ca. 1816 (Rivoire and Miller 1973). Additions were constructed in 1836, 1841, and 1904-1907 (Jones and Farnham 2001:24). The building is located at 9000 Old North Point Road, on the east side of the road and is oriented facing north. The two-story, brick building rests on a brick foundation. The principal block occupies a square plan and terminates in a cross-gable roof sheathed in slate. The front (north) and rear (south) elevations of the principal block are three bays long. No openings are present on the east elevation. The building has paired gable end interior brick chimneys on the north and south ends of the east elevation; another brick interior chimney is found on the west elevation. Brackets accent the cornice. Window openings are covered in plywood; brick jack arches define the openings. All the gable windows are arched. The gable windows on the east and west elevations are paired, four-over-four light, double-hung, wood-sash units. Hoodmolds define the gable windows. A full-width, three-bay porch occupies the front (north)

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elevation. Square, wood piers with brackets support the porch roof. A cistern is located under the porch. The front (north) and rear (south) doors are covered with plywood. A brick jack arch is found above the door on the north elevation. A concrete slab and the remnants of brick piers located at the rear (south) of the principal block are all that remain of a former porch.

A two-story addition is found west of the principal block. The wood-frame, three-bay addition is constructed on a brick foundation. The addition terminates in a gable roof sheathed in slate shingles. The addition is clad in vertical wood siding. All window openings on the addition are covered with plywood. A single-story, single-bay, pedimented porch provides access to the addition. The porch rests on a brick foundation. Turned, wood columns support the gable roof.

A second addition was constructed to the rear (south) of the principal block. The addition is located between the principal block and the first wood frame addition. The second, wood-frame addition is two stories and rests on a brick foundation. The addition terminates in a flat roof. The addition is clad in wood clapboards. Projecting bay windows are located on the south and east elevations. The window openings on the second addition are covered with plywood. The building is in poor condition. Most window openings are covered in plywood. Paint failure also was noted. The brick foundation at the rear (south) of the building is failing, with the brick crumbling and the mortar in need of repointing.

~~Historical and archaeological context~~ Todd's Inheritance (BA-146). The site was surveyed in 1988 (Ballweber 1988) and delineated to include the yard surrounding the house, the remains of an orchard and backyard flower garden, and the Todd family cemetery (Ballweber 1988).

The Todd Farmhouse Garage (BA-146), constructed ca. 1930, is located south of the dwelling. The single-story, wood-frame building rests on a concrete-slab foundation. The building terminates in a gable roof clad in standing-seam metal. Exterior siding consists of board and batten on the south and east elevations and German lap siding on the north and west elevations. Two six-light, single-hung, wood-sash windows are located on the west elevation, and one, five-light, wood, horizontal sliding sash window is found on the rear (south) elevation. The pedestrian entrance is centered on the north elevation and is characterized by a wood, louvered door. A lunette window with two-lights is located in the upper gable above the door. Two garage doors are found at the rear (south) of the building. The building is in poor condition. The fascia board is missing in the front of the building. Holes and missing pieces of metal were noted in the roof. Lights are missing in the rear windows; one window on the west elevation was boarded over. Paint failure and mildew were noted.

The Todd Cemetery (BA-146) is located south and east of the dwelling. A low fieldstone wall, some parts of which are capped in limestone, encloses the graveyard. A walnut tree is located in the northwest corner of the graveyard, near the entrance. Boxwood is found around the front of the cemetery. The cemetery is in fair condition. Some of the gravestones are broken.

NEW TODD FARMHOUSE (Inman house, Former Todd Tenant house) (BA-1390), constructed ca. 1890, is located at 9101 Avenue C (MdDNR Detailed Maintenance Inventory [DMI] 2002). The building faces west and is perpendicular to the road. The two-story, wood-frame building occupies a rectangular plan with two integrated ells. The principal block is five bays by one bay. The building rests on a brick foundation and terminates in a hipped, cross-gable roof clad in asphalt shingles. The ells terminate in gable roofs. Two brick chimneys are found centered on the ridge. A third brick, interior chimney is located on the gable end of the east elevation. Each chimney has a brick chimney pot. The building is clad in horizontal beaded board siding. The siding on the north and south elevations has been replaced. Windows consist of two-over-two-light, double-hung, wood-sash units, and one-over-one-light, double-hung, wood-sash units. Small windows are found in the gable ends of the west, south, and north elevations of the principal block. Doors are found on the west and south elevations.

Two-over-two-light, double-hung, wood-sash windows are found on the first and second floors of the west elevation and north

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elevations of the principal block. One, two-over-two-light, double-hung, wood-sash window is found on the first floor, and one, one-over-one-light, double-hung, wood-sash window is found on the second floor of the principal block of the south elevation. The south elevation of the ell contains a fifteen-light door on the first floor and one, one-over-one light, double-hung, wood-sash replacement window on the second floor. The north elevation of the southern-most ell contains of eight-light, double-hung, wood-sash windows on the first and second floors. The first floor window is a replacement unit. The northern-most ell is slightly longer than the southern-most ell. The north elevation contains one, two-over-two-light, double-hung, wood-sash replacement window on the first floor. The second floor window is enclosed with plywood. On the north elevation of the north ell, one, one-over-one-light, double-hung, wood-sash window is centered on the first floor. The first floor window of the north bay is enclosed with plywood. A two-over-two-light, double-hung, wood-sash window is located in the north bay on the second floor.

A full-width porch occupies the front (west) elevation. The porch rests on brick piers. The porch roof is no longer present; only the porch floor remains. The dwelling's primary entrance is centered on the west elevation. The entrance is accented by a three-light transom, and two sidelights.

The building is in the process of undergoing rehabilitation and is in fair condition. The siding was being replaced on the north and south elevations. Windows on the main block and rear of the ells were replaced with newer units. The porch floor joists and boards are in poor condition.

The new Todd Carriage House, constructed ca. 1890, is located east of the dwelling (MdDNR DMI 2002). The two-story, three-bay by one-bay, wood-frame building faces west. The building terminates in a gable roof. The building had at least one brick chimney; the remains of the chimney are visible. The building is clad in horizontal beaded board siding. Windows consist of six-over-six light, double-hung, wood-sash units. Overhead track doors and wood plank doors are employed on the building.

One window is found on the first floor and three windows are located on the second floor of the west elevation. Three doors are found on the west elevation and consist of two wood plank doors of various sizes at the north and south end of the elevation. An overhead track door is centered on the elevation. The south elevation has one window at the first and second floors. An entrance is found on the east end of the south elevation; the door is missing. The building is in poor condition. The entire roof has collapsed inside the building. Paint failure was noted. The rear (east) of the building and the brick chimney also have collapsed. Vegetation is growing inside the building.

The new Todd Equipment Shed, constructed ca. 1890, is located north of the carriage house (MdDNR DMI 2002). The one-story, wood-frame building rests on a brick foundation. The shed roof is sheathed in corrugated metal. The building is clad in horizontal, beaded board siding. A six-plank wood door is found on the west elevation. The building is in poor condition. Paint failure and rotting and missing siding were noted.

The former RIDGELY TODD HOUSE, constructed ca. 1930 (MdDNR DMI 2002) is located at 8900 Old North Point Road, north of the former Todd farm house, on the east side of the road. A dirt driveway from the road provides access to the dwelling. The two-story dwelling with basement occupies a square plan. The dwelling faces west. The west elevation is two bays long. The foundation is covered in stucco. Stucco also is used to clad the first floor of the dwelling; painted wood shakes clad the walls on the second floor and the gables. Windows are six-over-six-light, double-hung, wood-sash units and eight-over-eight-light, double-hung, wood-sash units. Shutters accent the windows. Entrances are located on the west, north, and south elevations. The gambrel roof is sheathed in slate. Shed dormers project from the front (west) and rear (east) elevations. An exterior gable-end stone chimney is located on the south elevation.

The west elevation is defined by eight-over-eight light, double-hung, wood-sash windows; one unit is located on the first floor, at

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the south end of the west elevation and two windows are located on the second floor. The dwelling's primary entrance is off center, on the north end of the west elevation. The pedimented entry slightly projects from the façade. A two-light, four-panel, wood door provides access to the dwelling. The north elevation consists of three bays on the first floor. Two windows flank a secondary entrance, which is centered in the elevation. A stoop, with a hood supported by brackets, defines the entrance. Concrete steps lead to the one-light, wood door. The windows in the rear (east) of the building are six-over-six-light, double-hung, wood-sash units; a bay window also is located on the first floor of the south end of the east elevation. A screened porch is located on the south elevation. It is constructed on a concrete slab and has a flat roof. Two doors are found on the south elevation on either side of the stone chimney. The building is in good condition. The screened porch is in need of paint.

The former Ridgely Todd Garage, constructed ca. 1930 (MdDNR DMI 2002), is located north and east (behind and to the side) of the dwelling. The building faces west. The one-story building rests on a brick foundation and is clad in wood shingles. All windows are one-over-one light vinyl units. Plastic shutters accent some of the windows. Windows are located on the west, north, and south elevations. Doors are found on the west and south elevations. The building terminates in a gable roof sheathed in corrugated metal.

A vinyl, overhead track, garage door and one window characterize the front (west) elevation. Paired vinyl-sash windows are located on the north elevation. A six-panel metal pedestrian door is located at the western end of the south elevation; a vinyl-sash window is found on the eastern end of the south elevation. An addition was constructed to the rear (east) of the building. The addition rests on a concrete foundation and is clad in German lap siding. The addition terminates in a shed roof clad in corrugated metal. A wood door is located on the addition's south elevation. The building is in fair condition. Loose shingles and paint failure on the roof and elevations were noted.

DOMESTIC

A one-story, wood-frame RANCH HOUSE (BA-2361) is located at 9000 Bay Shore Road. The house is sited on the bank of the Chesapeake Bay and faces west towards the parking lot. The building was constructed ca. 1930 as one of four caretaker's houses where workers at the amusement park lived (Steve Takos personal communication 21 January 2003). However, the residence was expanded and upgraded in 1950 as the watchman's residence after the property was purchased by Bethlehem Steel. The building exhibits little exterior historic character and has been continually upgraded with modern materials. The three-bay dwelling with a one-bay addition on the north end is clad with vinyl siding installed in 1990. It rests on a concrete slab. The side gable roof is sheathed with composition roll and has an enclosed metal soffit. A metal vent projects from the roof. The one-over-one-light, vinyl-clad windows were installed in 1993 and have wide vinyl surrounds. The bay contains a wood-panel door installed in 1989. A shed addition has been added to the northeast corner of the building and integrated into the overall roof. A modern wood deck spans the east elevation. The building is in good condition but no longer retains integrity of materials, design, or workmanship to illustrate its historic appearance.

A former Dog Pen (BA-2361), constructed ca. 1950, has a poured-concrete foundation and a shallow gable roof sheathed with corrugated metal. The roof is supported by metal tubing at the corners. The sides are closed with chain link fencing. The structure is in fair condition. Cracks were noted in the concrete foundation.

The BENNETT HOUSE, constructed ca. 1943, is located at 2603 Lodge Forest Drive, on the eastern side of the street (MdDNR DMI 2002; USGS Quad maps 1904, 1947, 1969). The one-and-a-half story building faces west. The wood-frame, three-bay by three-bay building rests on a concrete block foundation. The exterior is clad in asbestos siding. Windows are one-over-one light, vinyl-sash units. One-bay porches are located on the west and south elevations. The building terminates in a gable roof sheathed

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in asphalt shingles. A brick chimney is centered in the façade, in front of the ridge.

Vinyl-sash windows flank the single front door. A four-light fanlight characterizes the metal door. A one-bay, shed-roof porch provides access to the entrance. Wood railings, lacking ornamentation, define the porch. The porch roof is supported by two wood columns; wood steps lead to the porch. A second entrance, accessed by six steps, is found in the center bay of the south elevation. A stoop and shed hood characterize the entrance. A nine-light metal door provides access to the building's interior. The building is in good condition.

Two, post 1960 buildings also are located on the Bennett property. The storage buildings are constructed of modern materials including vinyl windows, plywood, and fiberglass shingles.

RECREATION AND CULTURE

BAY SHORE PARK (Bay Shore Amusement Park) (BA-2361,) was constructed ca. 1906. The park closed in 1947 and the majority of park attractions were demolished in the 1950s after the Bethlehem Steel Corporation acquired the property. Remaining built resources include the pier, fountain, trolley station, building foundations, sidewalk system, and trolley power plant. Site 18BA371 delineates the archeological component of the property.

The Bay Shore Amusement Pier is a 1000-foot long pier with a wider, semi-circular waterside end. The pier is encased on either side with large sections of approximately five-foot high, angle sided, concrete bulkhead sections. The bulkheads begin at the wading beach on the northeast side of the pier and wrap around the structure to the southwest beach side. The bulkheads continue southwest, into a wetland and riprap littered tidal flat. The bulkhead wrapping the pier proper rests on a riprap jetty of demolition debris. The jetty consists of cinder block, cobble stone, concrete chunks, brick, and iron slag riprap material. The pier has been infilled to the lip of the bulkhead. Fill material includes an unknown substrate, but is topped with grassy topsoil, gravel, and granulated iron slag. A roadway, with grass on either shoulder, is centered on the pier and runs from the beach to the end of the pier. It terminates in a turn-around that follows the perimeter of the rounded waterside end. The roadway encircles a grassy area at the end of the pier.

The concrete bulkhead features remnant iron railings. Tree stumps are regularly spaced at approximately ten-foot intervals. The original railings are visible in an "early view of the pier" (Mueller 2001:11). Drawings and postcards suggest that shelters, pavilions, and rides once were located on the pier; nothing remains of these resources (Mueller 2001:9).

The structure is in poor condition. After 1939, George P. Mahoney, a local contractor who leased the park, demolished sections of the shoreline seawall in order to increase beach access. He used the demolition debris as seawall stabilizing material (Mueller 2001:50). Today, the bulkhead is cracked, eroded, and in some places has been manipulated out of place by wave action, ice jams, or freeze/thaw processes. In some areas, the fill and surface materials have eroded from behind the bulkhead sections. In some of these eroded areas, fill consisting of brick and various other types of demolition debris has been dumped in order to provide structural stability. Damage is most apparent towards the waterside terminus of the pier. In this location a large section of bulkhead is missing. Riprap of a type similar to that used for the jetty length appears to have been substituted for bulkheads in order to lessen the effects of erosion. The remains of a small, collapsed wooden pier extension are visible eastward beyond the failed areas. These remains consist of wooden pilings and various types of wooden debris. The pier is in an advanced state of decay.

In 1998, reconstruction of the Bay Shore Amusement Park Fountain was completed. The large fountain is constructed of concrete.



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The circular basin is shaped by outer walls that accommodate corners to support decorative urns. The fountain rests on a bronze base.

TRANSPORTATION

The TROLLEY STATION, BAY SHORE PARK (BA-2362), completed in 1906, is located at the western end of the pier and east of the new visitor center. The one-story structure is over 200 feet long. The massive gable on hip roof is supported by a line of square wood posts with chamfered corners. Scrolled capitals ornament the tops of the posts. The roof rafters are supported by M brackets that feature dropped pendants at the bases of the upright supports. Brackets spring from the posts to support the rafters and the horizontal cross pieces. The roof is sheathed in asphalt shingles and has a clerestory of wood louvered ventilation panels. The roof was restored between 1992 and 1994 (Steve Takos, personal communication, 21 January 2003). The former trolley tracks passed through the center of the structure. Concrete slabs are located on either side of the central tracks. The structure is in good condition.



5 delineates a portion of the former Bay Shore Trolley Line, which ran in the Black Marsh area from 1906 to approximately 1947 and serviced the amusement park (Ballweber 1988: 70-71). The site contains the impression of the line and a power booster station. Ballweber reported that the seawall, which served as the base for the trolley line, was eroded and a 1933 hurricane destroyed the trestle bridge crossing Shallow Creek.

The TROLLEY LINE POWERHOUSE (BA-2361,), constructed ca. 1906, is located northwest of the northern tip of "The Bay Shore Number 26 Trolley Line" (Ballweber 1988: 80). The access road leading to the powerhouse is over the old, filled-in trolley tracks; some of this road is eroding into the Chesapeake Bay.

The massive cast and reinforced concrete powerhouse occupies a roughly rectangular plan and is four bays wide by eight and nine bays long. The northeast section of the structure is a single bay longer and slightly taller than the southwest section. The powerhouse rests on a concrete slab foundation. The single-story structure is constructed entirely of concrete, including the walls and shallow pitched gable roof.

The structure features a number of irregularly spaced entrances. Most entrances and windows are void of barriers; rusted metal thresholds and rotten wood frames characterize the openings. Visual observations suggest that rolling doors once enclosed the larger doorways. The large entrance on the northwest elevation of the southwest section features a cast concrete hood with concrete supports. The northeast part of the structure features open bays on the northeast elevation. The northeast section features a small, square, flat roof, cast concrete addition on the northwest elevation. The interior is open to the ceiling. On the interior, rail segments and concrete gutters crisscross the slab.

This structure is in poor condition. The concrete is pitted and crumbling. Graffiti and trash litter the site. Root damage and scrub overgrowth is apparent toward the edges of the slab foundation. Wood elements are rotten and metal elements are rusted. Doors and windows are missing and the entire structure remains open to the elements.



UTILITIES/STORAGE SHEDS

A maintenance and storage area is located east of the residence at 9000 Bay Shore Road.

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Two storage buildings are located atop a poured concrete platform south of the house at 9000 Bay Shore Road. A small, square, wood-frame GAS SHED, constructed ca. 1950, is located on the eastern side of the platform. The building is clad with T1-11 wood siding. The front gable roof is sheathed with composition roll. A vertical board door is located on the north elevation. The building is in good condition. This building was formerly a smokehouse, but has been renovated into a storage building. The chimney was removed and the siding replaced.

A one-story, metal STORAGE BUILDING, constructed ca. 1950, occupies the western side of the concrete platform. This building has corrugated metal siding and a standing-seam metal, front-gable roof. A metal door is located in the north gable end. The building is in good condition.

The PUMP SHED, constructed ca. 1960 (MdDNR DMI 2002), is located just north of the new visitor center. The well was constructed to supply water to the Bay Shore Park. The well house has been renovated several times, most recently ca. 2000. The small, rectangular building is clad with T1-11 siding. The gable roof is sheathed with asphalt shingles. A wood door occupies the west elevation. The building is in good condition.

Post-1960 buildings include a one-story, concrete-block maintenance shed and a metal-frame pole building constructed in 1965 and used to store boats. The entry road and the new contact station at the park entrance were constructed ca. 1998.

TABLE OF RESOURCES AT NORTH POINT STATE PARK

MHTP/Site #	MdDNR DMI #	MHT NAME	MdDNR/Other Names	County	Quad	Address	Property Category	Property Sub-Category	Property ID	Date of Resource	Condition	Resource Count	Notes	MHT Concurrence
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Archaeological Data Removed

	372	Ferry Grove		Baltimore	Sparrows Point		Transportation/recreation and culture	water-related/outdoor recreation	ferry pier, picnic area	20th	Unknown	site-1		
1	373	Goodwyn's Steeplechase Farm	Cooke's, Roberts', Wolfe's Home	Baltimore	Sparrows Point		Agriculture-Subsistence		farmstead	19th, 20th	Unknown	site-1		
1	181	M/DOT P53	M/DOT P53, field scatter	Baltimore	Sparrows Point		Unknown	Unknown	Historic artifact scatter	Late 18th, 19th	Unknown	site-1		
	369	Shaw	Shaw Plantation	Baltimore	Sparrows Point		Agriculture-Subsistence		farmstead	18th, 19th, 20th	Unknown	site-1		
		Shaw House (Foulke Farmhouse)		Baltimore	Sparrows Point	North Point Road (MD 20)	Domestic	Single dwelling	house	ca. 1800	demolished	site-1	dwelling demolished by 1977	
		barn		Baltimore	Sparrows Point	North Point Road (MD 20)	Agriculture-Subsistence	Agricultural outbuilding	barn	ca. 1900	poor	building-1		
		outbuilding 1		Baltimore	Sparrows Point	North Point Road (MD 20)	Agriculture-Subsistence	Agricultural outbuilding	outbuilding	ca. 1900	poor	building-1		

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TABLE OF RESOURCES AT NORTH POINT STATE PARK

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TABLE OF RESOURCES AT NORTH POINT STATE PARK

MHTP/Site #	MdDNR DMT #	MHT NAME	MdDNR/Other Names	County	Quad	Address	Property Category	Property Sub-Category	Property ID	Date of Resource	Condition	Resource Count		Notes	MHT Concurrence
			Amusement Park		Point		Recreation and Culture	fair	amusement park	ca. 1906	N/A	district-1			
BA-2361		Bay Shore Amusement Park	Bay Shore Amusement Park	Baltimore	Sparrows Point		Recreation and Culture	fair	amusement park	ca. 1906	poor	structure-1			
BA-2361		Bay Shore Amusement Park	Amusement pier	Baltimore	Sparrows Point		Recreation and Culture	work of art	fountain	ca. 1906, 1998	Good	object-1			
BA-2361		Bay Shore Amusement Park	Fountain	Baltimore	Sparrows Point		Recreation and Culture	work of art	fountain	ca. 1906, 1998	Good	object-1			
BA-2362		Trolley Station, Bay Shore Amusement Park	Trolley Station	Baltimore	Sparrows Point		Transportation/recreation and culture	rail-related	streetcar station	ca. 1906	Good	structure-1			
BA-2361	009	Trolley Station/Trolley Booster Station	Power Plant	Baltimore	Sparrows Point	Bay Shore Road	Transportation/recreation and culture	rail-related	Vacant	ca. 1906	poor	structure-1			
BA-2361	006		Gas Shed	Baltimore	Sparrows Point	Bay Shore Road	Industry/processing/extraction	energy facility	Storage	1950	Good	structure-1			
BA-2361	005		Storage Shed	Baltimore	Sparrows Point	Bay Shore Road	Industry/processing/extraction	industrial storage	Storage	1950	Good	building-1			
BA-2361	004		Pump Shed	Baltimore	Sparrows Point	Bay Shore Road	Industry/processing/extraction	industrial storage	Pump House	1960	Good	structure-1			

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8. Significance

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Period	Areas of Significance	Check and justify below			
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input checked="" type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime industry	<input type="checkbox"/> transportation	
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other:	

Specific dates	ca. 1820, 1906	Architect/Builder	Theodore Pietch; Otto Simonson
Construction dates	ca. 1820, 1906		

Evaluation for:

☒ National Register ☒ Maryland Register ☐ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance reports, complete evaluation on a DOE Form - see manual.)

SUMMARY

North Point State Park encompasses approximately 1,330 acres located along the Chesapeake Bay, south of the town of Edgemere and southeast of Baltimore City in Baltimore County, Maryland. The park was acquired between 1987 and 2000. The park includes more than six miles of shoreline along the Chesapeake Bay, Back River, and Shallow Creek (Maryland Department of Natural Resources [MdDNR] 1993:5). Approximately 667 acres of the park are wildlands. Wetlands include the Black Marsh, considered to be one of the finest tidal marshes on the upper Chesapeake (MdDNR 1993:5). Park activities and amenities consist of hiking and biking trails, tidal fishing, flatwater paddling, birding, and picnicking.

The purpose of this Maryland Inventory of Historic Properties (MIHP) form is to compile sufficient data to enable the evaluation of North Point State Park as a district and to evaluate the individual Md-DNR-owned built resources constructed prior to 1960 applying the National Register Criteria for Evaluation (16 CFR 60.1) and the criteria for the Maryland Register of Historic Properties (Annotated Code of Maryland, Article 83, Title 5). North Point State Park contains 21 built resources consisting of 14 buildings, 5 structures, one district, and one object constructed prior to 1960. Previous investigations of built resources include the 1973 National Register of Historic Places nomination for Todd's Inheritance (BA-146). The Shaw house (BA-147) and the new Todd house (BA-1390) were documented in Maryland Inventory of Historic Places (MIHP) forms. Determination of Eligibility (DOE) forms completed in 1992 identified Bay Shore Park and the Bay Shore Park trolley station (BA-2362) as eligible for the National Register of Historic Places. Previous investigations identified 20 archeological sites.

The cultural landscape contained within the current park boundaries reflects two unrelated, yet distinctly recognizable, historic districts: Todd Family Farms and Bay Shore Park. The three properties associated with the Todd family are the Todd Farmhouse (BA-146, Site 1), the New Todd Farmhouse (BA-1390), and the Ridgely Todd House. These properties represent a significant concentration, linkage, and continuity of resources united historically to qualify as a district eligible for listing in the National Register of Historic Places. The properties represent the broad pattern of local agricultural history (Criterion A) and the broad historical trends in domestic architecture (Criterion C); they embody the qualities of significance and possess integrity for inclusion in the National Register. Each Todd agricultural complex is a contributing element to the district and each building associated with the individual farms contribute to the overall Todd Family Historic District. The Todd Farmhouse was individually listed in the National Register in 1973. The dwelling was identified as significant for its association with the agricultural heritage of the Patapsco River Neck under National Register Criterion A (Rivoire and Miller 1973).

In 1992, Determination of Eligibility (DOE) forms were completed on the Bay Shore Park (BA-2361, Site 2) and the amusement park's trolley station (BA-2362). The trolley station, amusement pier, center fountain, sidewalk circulation system, building foundations, and power plant (identified as the trolley booster station) were determined eligible for the National Register

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of Historic Places under Criterion A for their association with the development of streetcar-related recreation (Bowlin 1992). The boundaries for the Bay Shore Park as delineated in the 1992 DOE also included the ranch house, dog pen, gas shed, storage shed, and pump shed. The pen and three sheds were constructed in 1950, after the amusement park closed; they are non-contributing resources to the Bay Shore Park Historic District. In addition, they do not possess individual significance necessary for listing in the National Register of Historic Places. The ranch house was constructed ca. 1930, and originally, was one of a set of four caretaker's houses where workers at the amusement park lived (Steve Takos, personal communication, 2/21/2003). The dwelling lacks integrity due to a series of renovations and the use of modern materials. The dwelling is not a contributing element to the Bay Shore Park Historic District nor is it individually eligible for listing in the National Register.

The Shaw house (BA-147, constructed ca. 1800 was demolished by 1977 (Rick Ruszin and Steve Takos, personal communication, 21 January 2003; MdDNR 1993:13). The foundation and cellar are the only remaining features of the dwelling. A barn and three outbuildings, all constructed ca. 1900, represent the remaining elements of the farm complex. The Shaw complex is not eligible for the National Register due to a loss of historical associations and architectural integrity. Without the farmhouse, the remaining agricultural buildings no longer possess the qualities of significance to illustrate the early twentieth-century agricultural context of the region.

The Bennett house was constructed ca. 1942. The dwelling is isolated from the rest of the park and is not associated with the park's recreational or agricultural resources. The dwelling is not individually eligible for the National Register; however, it could contribute to an as yet unidentified historic district whose boundaries extend beyond those of North Point State Park.

The park as a MdDNR land unit does not represent a concentration, linkage, or continuity of resources united historically or aesthetically by plan to qualify as a district eligible for listing in the National Register of Historic Places. The current character of the park is the result of modest construction undertaken since the property was acquired in 1987. The hiking and biking trails, parking lots, and visitor's center were constructed during the late 1990s. The construction and management practices that have shaped the cultural landscape of the park do not meet the qualities of exceptional significance under Criterion Consideration G necessary to qualify for listing in the National Register of Historic Places as an historic district.

PARK HISTORY

The Maryland Department of Natural Resources (MdDNR) acquired nearly 1,316 acres for the future North Point State Park from Bethlehem Steel Corporation in 18 parcels in 1987. The Nature Conservancy and Baltimore County helped shoulder the \$5.4 million acquisition cost (Baltimore County Deeds 7753:192; Ruszin 2003). The area was acquired to protect a 700-acre Natural Heritage Area consisting of Black Marsh and surrounding woodland and swamp, and 6.5 miles of shoreline. When the park was acquired, it was known as Black Marsh Natural Heritage Area (Ludwig 1988). The site of a former amusement park, Bay Shore Park, was located within the park at the base of Bay Shore Pier, but outside the Natural Heritage Area ("Black Marsh Overview/Issues" 1990:1). The final park acquisitions occurred in 2000 and included 4.20 acres associated with the Todd farm. As of 2003, park acreage totals approximately 1,330 acres (MdDNR Acquisition Listing, North Point State Park 2002).

Black Marsh was considered a significant natural resource. Before MdDNR acquired the property, private landowners took advantage of the marsh's natural resources. Reeds were used to pack ice for storage, and the land provided hunting and fishing grounds. The majority of the North Point peninsula was privately owned; providing public access to the waterfront was an important goal (Rick Ruszin, personal communication 21 January 2003).

Planning for the park's development began soon after the property was acquired. The Department of Natural Resources based its

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planning goals on two documents: "The Maryland Land Preservation" and "Recreation Plan, and Recreation, Parks, and Land Preservation in Baltimore County: A Plan for the 1990s." Both plans indicated that safeguarding the quality of the Chesapeake Bay and providing public access were top priorities. The draft master plan that the MdDNR eventually formed represented "an attempt by the Department to achieve a balance between these two priorities" ("North Point State Park/Black Marsh Wildland Draft Plan" August 1992:8-9).

"In 1988, the Department of Natural Resources prepared several Black Marsh concept plans as a basis for developing ideas about the property that could be shared later with a citizen advisory committee during the formal planning process" ("Governor's Cabinet Meeting..." 1989:1). These concept plans proposed development options at various intensity levels. A 1988 MdDNR memorandum that critiqued three concept plans provides information on the elements of the plans. The memorandum outlined the opinions of the Bay Watershed Forester and the Bay Wildlife Biologist. In general, they praised the proposed concept plans for suggesting that unproductive agricultural lands be reforested, that extensive nature trails be laid out, and that land on the periphery of the park be used as community recreation areas (Taylor and Roberts 1988:3).

They criticized several aspects of the three plans, mostly for their effects on ecologically sensitive areas. For instance, they said a resort hotel, conference center, and restaurant proposed in Concept Plan 1 should not be placed on the part of the park that was located in the Baltimore County Critical Area Protection Program. A permanent and transient marina with an excursion boat slip, also proposed in Concept Plan 1, would increase the number of recreational boats in the area and might disturb the historic waterfowl staging and concentration areas. A proposed golf course would disrupt the habitats of many small mammals and bird species. Similar issues drew their criticism of Concept Plan 2, specifically the proposed cultural arts pavilion, restaurant, and transient boat marina. Concept Plan 3 was criticized for a café and restaurant proposed next to the trolley station (Taylor and Roberts 1988:5-7).

A Citizen Advisory Committee began meeting in December 1989 to help plan the park's development (Beckett 1989). In March 1990, five categories were under consideration for inclusion in the park. "Water-related uses" included day-use boat access, a boat ramp, small boat rental, windsurfing, a boardwalk, swimming, fishing, and a lighthouse and promenade. A fountain and gardens, a trolley barn, a restaurant and open café, an outdoor amphitheater, archeological/historical interpretation, and walkways were under consideration for the "park nucleus." "Environmental elements" being considered included reforestation/forest management, habitat protection/wildlife management, an environmental/nature center, trails/boardwalks, photography blinds, viewing towers, primitive camping, managed meadows, and a bay buffer. "Landward recreational elements" included neighborhood parks, family and group picnicking, open play areas, trails, Frisbee golf, and archery. Items in the "miscellaneous" category included a historic farm, an archeological preserve, an office/visitor center, and a maintenance shop ("Black Marsh List of Uses..." 1990).

The citizen advisory committee began discussing changing the name of the park to North Point in early 1990. According to minutes of the committee's meetings, some committee members believed that name had historical significance because it was associated with the area. MdDNR officials recommended retaining the name Black Marsh because it referred to the primary natural resource in the area, the Black Marsh, and thus kept with the state's practice of so naming state parks (Minutes of the Black Marsh Citizen Advisory Committee March 1990:1).

Also in 1990, preferences for park development became more defined. Early in the year, MdDNR officials told the advisory committee that a golf course, included above in Concept Plan 1, was no longer being considered. MdDNR Secretary Torrey Brown informed the committee at its March 29 meeting that neither a golf course nor a marina would be included in plans for the park. There would be "some restoration" of the former Bay Shore amusement park, including renovation of the fountain and trolley barn, a formal or semi-formal garden, and an open-air café. Amusement parks or rides or hot dog stands were not being considered (Black Marsh Citizen Advisory Committee March 1990:2).

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Meanwhile, the Baltimore County Watermen's Association informed the committee that it did not support any shoreline development of the Black Marsh property. In a letter dated 18 April 1990, association secretary Allen Ashwell stated that this area was "the only undeveloped expanse of bayfront shoreline left in Baltimore County." It needed to be protected from heavy boating activity because it was one of the few available habitats and breeding grounds for fish, crabs, and other marine life. Ashwell stated that fish and crabs could not live in deeper areas of the bay because of a lack of dissolved oxygen (Ashwell 1990).

In May, the vision for the park continued to be refined. At its May 20 meeting, the committee voted to reject a marina, including an overnight facility, fuel, pumping station, and a boat maintenance and repair area; a golf course; and a boat ramp for the day-use boating facility. The committee also voted to change the park's name to North Point (Minutes of the Black Marsh Citizens Advisory Committee May 1990:3). According to a memorandum summarizing park issues, it was established that the two key objectives of the master plan were to "preserve the character of Black Marsh as a natural area and historical park" and to "establish a small multi-use waterfront park (10-20 acres) at the old Bayshore Park site." Uses being considered for the 700-acre natural heritage area included habitat protection, wildlife management, reforestation, nature trails, photography blinds, viewing towers, archeological and historic preservation, and environmental education, research, and interpretation. Many possible uses for the 10- to 20-acre waterfront park area were being considered. They included fountain reconstruction; gardens; trolley and barn restoration; a restaurant and/or open-air café; a visitor center with an office, park information, and nature exhibits; an outdoor amphitheater; a museum; day-use boat slips; a dock for "educational vessels"; fishing; a beach; a lighthouse; family picnicking; walkways; trailheads; and limited parking ("Black Marsh Overview/Issues" 1990:1-2).

Potential uses for the rest of the property, totaling 690 acres, included habitat protection; wildlife management; reforestation; an environmental center; trails; archeological sites; a colonial farm; a contemporary demonstration farm; managed meadows; family picnicking; group picnicking; open play areas; neighborhood parks; a scenic access road; parking; ranger housing; and a maintenance shop ("Black Marsh Overview/Issues" 1990:2).

Development of the park generated a great deal of public interest. A citizen coalition that had formed separately from the citizens advisory committee had its own ideas about the park's development. The Coalition to Preserve Black Marsh wanted the entire 1,310-acre area designated a natural area and historical park. For the waterfront park area, the coalition supported only "a facility for nature/archeological/historic purposes," accessible by bus only. On the 690-acre remainder of the property, the coalition opposed family picnicking, group picnicking, and open play areas ("Black Marsh Overview/Issues" 1990:2-3).

Throughout the planning process, the coalition continued to express support for extremely limited development, supplemented by letters of support that private citizens wrote the governor and other state officials. Other groups also expressed their opinions. The Coastal Resources Advisory Committee adopted a resolution supporting the coalition's fight to keep Black Marsh undeveloped and to prevent a marina or an area for 25 to 40 slips. This group described itself as "a forum of citizens, umbrella groups, academic institutions, and local, state, and federal agencies to provide guidance toward best uses, conservation and preservation of Maryland's coastal area resources" (Wehr 1990).

As of September, the advisory committee reviewed a list of eighteen proposals that had been discussed for developing various parts of the park ("Proposals for Committee Vote" 1990). In November, the committee reviewed a draft master plan for the park, and a revised version was prepared in January 1991. Under the plan, the main access road would be Park Drive, following the alignment of the haul road and connecting with the existing entrance road, Bay Shore Road. It would extend from Route 151 to the main parking lot located in the park nucleus. A hiking and biking trail would line one side of that road. A Defender's Trail, marking the path of the British march to Baltimore during the War of 1812, would begin at Park Drive and Old North Point Road, follow Park Drive, and then run along Old North Point Road. A 25-car gravel parking lot for trail users would be located off Park Drive near

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Sparrow's Point Road. Another trail, the Bay Shore Trail, would run through open field to the park nucleus ("North Point State Park/Black Marsh Wildland Draft Plan" 1991:5-6).

Three houses would be rehabilitated or rebuilt. The Shaw house would be rebuilt according to specifications provided by the Maryland Historical Trust and furnished with antiques appropriate to the late eighteenth and early nineteenth centuries. The Todd farmhouse (Todd's Inheritance) and the new Todd farmhouse (the former Todd tenant house) would be rehabilitated through the state curatorship program, and the new Todd farmhouse would establish a colonial farm around the surrounding 10 acres. Wildlife enhancement areas and reforestation areas would be established in Black Marsh and/or the vicinity. A circuit trail, including a small observation deck, would provide views of Black Marsh; a 15-car gravel parking lot would be located at the trailhead. Two hundred acres of agricultural land would remain as such and would be used to demonstrate "Bay-oriented best management practices" for farming. A group picnicking area would be located off Shallow Creek and would consist of a 120-person picnic shelter, a 60-person shelter, a comfort station, a 60-car gravel parking lot, a two-acre mowed open play area, and a managed meadow along the periphery of the open play area ("North Point State Park/Black Marsh Wildland Draft Plan" 1991:5-9).

The park nucleus would be located on the site of the former Bay Shore Park and would include ten elements. The multipurpose building would feature classrooms, a dormitory, park offices, a first aid station, a comfort station, and an attached outdoor pavilion with seating for 700 people, consisting of ground-level concrete bleachers and lawn seating. The trolley barn pavilion would be rehabilitated and would include a "food service facility" and an open café area with a bay view. A day-use boat docking area along the Bay Shore Pier would provide space for up to 50 boats. The nucleus also would feature an informal picnic area, an informal bathing area, a restored fountain, a fishing pier, a re-created lighthouse, a pier promenade, and parking for 150 cars and two buses ("North Point State Park/Black Marsh Wildland Draft Plan" 1991:10-11).

Land west and northwest of the park nucleus would be reserved for viewing of some archeological sites located there. Between 15 and 20 acres of the park land would be used to establish two neighborhood parks, one on 10 to 15 acres near the old elementary school on Route 20 and the other on three acres on Baylight Road. Other proposed features of the park included a ranger residence and a maintenance complex ("North Point State Park/Black Marsh Wildland Draft Plan" 1991:9-10).

In January 1991, the citizens advisory committee voted 11-2 to support the draft master plan and send it into the review process (Black Marsh Citizens Advisory Committee January 1991:4). On 5 June, the MdDNR presented the draft to the Chesapeake Bay Critical Area Commission, a branch of the MdDNR that needed to review the draft for its effects on the bay (Chesapeake Bay Critical Area Commission 1991:1). In July, the advisory committee reviewed the MdDNR's phasing plan for the proposed development. Phase I would include the access road, the Defenders' Trail, part of a 75-car parking lot, the Bay Shore Pier stabilization and walkway, a fishing pier, the trail network and observation deck within the wildlands, trolley station restoration, and the reconstruction of the Shaw house.

The second phase would include construction of the multipurpose center, the trail network outside of the wildlands, and the stage and seating. The third phase would include the group and family picnic areas, relocation of the office and residence, part of the boat tie-up area and necessary dredging, and the maintenance complex. In the fourth and final phase, the fountain would be rehabilitated, the 75-car parking lot and the boat tie-up area would be finished, a lighthouse would be installed, and an observation deck with trail spur would be built (Black Marsh Citizens Advisory Committee July 1991:3-4).

While the plan drew a negative response from some private citizens, the Baltimore County Department of Recreation and Parks generally approved. It encouraged the Chesapeake Bay Critical Area Commission to favor the plan, with two suggested changes. It suggested that the amphitheater be as unobtrusive as possible and be restricted to a teaching and assembly area, and provide no water runoff. Second, it suggested that the proposed boat tie-up area not be built because the prevailing southerly winds can make

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the waters off the marsh treacherous. A breakwater installed to calm the water would send it in other directions and damage shoreline in the vicinity. Aside from those two concerns, the county recreation and parks department believed that the plan met the need for recreation and provided the public with an opportunity to see and learn about environmentally sensitive areas, while also preserving the site's integrity (Harman 1991:1-2).

In October 1991, the Baltimore County Commissioners also came out in support of the master plan, because it would provide another access point to the Chesapeake Bay, at the site of the former Bay Shore Beach (Dell et al. 1991).

At this point, various MdDNR departments began reviewing the master plan. According to an internal memorandum in the MdDNR's Water Resources Administration, John M. Joyce of the Flood Management Division cautioned that the restored trolley station would be located in the 100-year floodplain. Therefore, its construction needed to adhere to regulations of the National Flood Insurance Program and the state, which required the lowest floor to be elevated to at least seven feet above ground. Exemption might be possible if the station were listed in a national, state, or local historic register, but not if the building were destroyed and rebuilt (Joyce 1991). Two other state entities, the MdDNR's Tidal Wetlands Division and the Maryland Department of the Environment, cautioned that the intention to dredge shallow water habitat would reduce aquatic habitats for certain kinds of fish, waterfowl, and vegetation (Scotto 1991; Tabisz 1991).

Other departments that reviewed the draft master plan included the Tidewater Administration, the Nontidal Wetlands Division, Greenways and Resource Planning, and the Forest, Park, and Wildlife Service. The departments made various suggestions for alterations to details of the plan, based on their respective expertise, but none expressly supported or discouraged the proposal. In December, the Maryland Historical Trust requested that a comprehensive cultural resources survey of the park be completed before any development or rehabilitation (Cole 1991:2).

Both the National Wildlife Federation and the National Audubon Society sent letters to the Critical Area Commission advocating that the state should focus on ecological restoration of the park property, rather than on any kind of development (Tufts 1991; Pomeroy 1991). The Chesapeake Audubon Society expressed similar sentiments (Schurmann 1991). The Federated Garden Clubs of Maryland wrote Gov. William Donald Schaefer that it supported keeping the park a natural and historical park (Hornbaker 1991). Professor Stephen P. Leatherman, director of the University of Maryland's Laboratory for Coastal Research, wrote that the data used to form erosion control plans for the park were out of date. He also criticized the plans for boating facilities because he believed that the increased activity would damage fishing and wildlife, and also said other boating facilities were available north and south of the park (Leatherman 1991).

In November 1991, following a public hearing on 25 September, a panel of the Critical Area Commission recommended that the commission approve the draft master plan with nine conditions meant to reduce development's impact on the environment, the water, and the land's topography. For instance, boat slips should be limited to 25 and not 50 as proposed; the stage and seating area should accommodate 350 people and not 700; and new construction such as picnic areas and parking lots should avoid wetlands and various environmental buffers. The panel also suggested that every individual project be submitted to the commission to ensure it met Critical Area criteria (Chesapeake Bay Critical Area Commission 1991:2-3). The Critical Area Commission approved the draft master plan with these conditions (Brown 1991), and it appears that the conditions were incorporated into future drafts (North Point State Park/Black Marsh Wildland Draft Plan February and August 1992). The master plan was adopted in May 1993 (Harrill 1995:1).

In response, the Coalition to Preserve Black Marsh filed a lawsuit in Baltimore County Circuit Court in January 1992. The MdDNR filed a motion to dismiss the suit, but a judge denied it in June ("North Point Mtg. June 30, 1992":1). Another judge reversed that decision in February 1993, and the coalition filed another lawsuit claiming that the Critical Area Commission had no

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statutory or regulatory authority to provide conditional and final approval (Pollock et al. 1993; Andersen 1993:1). In October 1994, the coalition's second lawsuit was dismissed (Byrnes 1994). By 1998, the coalition changed its name to Friends of North Point State Park/Black Marsh Wildlands and changed its focus to supporting the park's programs and activities (Friends of North Point State Park/Black Marsh Wildlands 1998:1).

Meanwhile, the trolley station rehabilitation project received \$150,000 in state funding in fiscal year 1993, and a design program for much of the rest of the park development project was written in February 1994 and modified twice in 1995 (Harrill 1995). The design program encompassed the entrance road, Defender's Trail, Bay Shore Trail, circuit trail and parking, group picnicking area, ranger residence, maintenance complex, multipurpose building, central parking area, fountain restoration, fishing platform, pier promenade, and utilities. According to the later 1995 modification, funds would be available in July 1995, design would be completed in October 1996, Phase I construction would be completed in December 1997 and Phase II construction would be completed in July 1999. Funding would come from the state's Program Open Space (Harrill 1995).

Various elements of the development project were submitted to the Critical Area Commission for its review. A proposal to develop the circuit trail was prepared for submission in February 1997 (Wheeler 1997). The trolley station rehabilitation was completed in November 1997 and was available for public rental (Iman 1998). In March 1998, the MdDNR requested that the Critical Area Commission approve the entrance road, parking lots, and the Defenders Trail and Bayshore Trail. The commission's staff recommended it approve the request as long as the appropriate state and federal permits were granted (Chesapeake Bay Critical Area Commission 1998:1-2). It appears to have been granted at that time, because the work was in progress in February 1999 and was scheduled for completion that October. However, the Defender's Trail was moved to the second phase (Norbeck February 1999).

As of mid-1999, Phase II was to include not only that trail but the visitor center, the ranger residence, and a gatehouse. It was to begin at the end of the year. At the same time, "the actual construction vision and expected volume of use [for the park] has been down-sized considerably" (Norbeck May 1999:1-2). The amphitheater and re-created lighthouse never were constructed, and the trolley station, pier, and picnic areas were not developed to the extent originally planned. A visitor center was constructed and the fountain was reconstructed (Maryland Department of Natural Resources 1997; Ruszin 2003).

The Todd farmhouse (Todd's Inheritance) and the new Todd farmhouse (the former Todd tenant house) continue to undergo rehabilitation. The Todd farmhouse is maintained by a private organization, the Todd's Inheritance Committee. To date, the colonial farm proposed for the new Todd house has not materialized. The Shaw house, which was destroyed by fire after 1977, remains a ruin.

HISTORIC CONTEXT

The historic contexts relevant to evaluating the built resources at North Point State Park have been organized around chronological periods and themes identified by the Maryland Historical Trust in its cultural resources documents (Weissman 1987; Maryland Historical Trust 2000).

Contact and Settlement Period (1570 - 1750)

Exploration of the upper Chesapeake Bay may have occurred as early as the late sixteenth century. Father Andrew White's "Woodstock Letters" noted the alleged explorations of Father Segura, a Spanish Jesuit, who ventured into the northern regions of the Chesapeake Bay area in 1570 in an attempt to convert the native inhabitants (Wright 1967:2). Motivated by the success of

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Spain's New World exploration, British monarchs sponsored their own explorers and colonizing ventures. English exploration of North America intensified during the first decade of the seventeenth century. In 1606, James I granted substantial territory in the New World, including the upper Chesapeake Bay region, to the Virginia Company of London. The English desire to establish their own fur trade with Native Americans prompted the settlement of the Jamestown colony in present-day Virginia. From his base at Jamestown, John Smith subsequently led survey expeditions into the northern Chesapeake Bay in 1608 and 1609, with the intention of establishing trade relations with local Indian tribes. Smith's voyages produced the earliest maps and detailed accounts of the region. (Preston 1901). Smith encountered several Indian tribes living in the upper Bay, including the Susquehannocks (on the river that bears their name), the Tockwoghs (whom he located on a river known today as the Sassafras River in Cecil County), and the Ozinies (in the vicinity of Chestertown in Kent County) (Smith 1608). These groups practiced horticulture, lived in nucleated villages and traveled to hunt and forage. The Susquehannocks, the only group to appear in later archival records, aggressively defended their interests and hindered European settlement of the upper Chesapeake for many years.

The shorelines of the Chesapeake Bay and its estuaries provided the primary location for initial European settlement in present-day Baltimore, Harford, Kent, and Cecil counties. Proximity to water rendered transportation relatively easy. The earliest European settlements in the Upper Chesapeake were temporary, often fur-trading posts. In 1622, Englishman Edward Palmer established a fur-trading operation on an island at the mouth of the Susquehanna River; by 1627, Palmer's settlement included a population of 100 men who engaged in a very profitable trade in furs with the Susquehannocks (Weeks 1996).

In 1632, Cecil Calvert inherited the charter for the colony of Maryland from his father, George Calvert, who had secured the grant from Charles I (Wiltach 1931:35). Two years later, 150 English colonists settled at St. Mary's City along the lower Potomac River (Fausz 1988). Although the establishment of Maryland reduced the boundaries that were claimed by Virginia, Virginia fur traders like William Claiborne sought to continue their economic relationships with the Susquehannocks and other Indian nations in the upper Chesapeake, despite Maryland's competing claim to this territory. In 1637, Claiborne constructed buildings and planted corn on Palmer's Island only to be evicted later that year by Lord Calvert. Accused of "sondry mischievous machinations" with the Susquehannocks against his countrymen in Maryland, Claiborne's properties on Kent and Palmer's islands were confiscated and one of his fur traders was hanged (Fausz 1983).

Susquehannock ties with the Swedes and Dutch on the Delaware were strengthened by Maryland's actions. The Susquehannocks sheltered some of Claiborne's traders on Palmer's Island and, emboldened by the guns and instruction they received in exchange for furs from the Swedes, launched raids on Maryland settlements and tribes friendly to them (Fausz 1983; Jennings 1978). In 1642 Maryland declared war on the Susquehannocks, aborting an expedition against them when the Kent Islanders refused to fight against their former customers, but later succeeding in the first of two campaigns between July 1643 and June 1644. Although they fled from the first attack by the English, the Susquehannocks routed them when attacked a second time, capturing fifteen prisoners and two pieces of artillery (Fausz 1983; Jennings 1968, 1984; Maryland Archives III: 149).

The conflicts that began in the 1640s expanded in the following decade as the various European and Indian nations attempted to control the trade in this region. Although many of these hostilities, such as those arising out of the Anglo-Dutch War, were the result of larger geopolitical conflicts, others were a result of changes in the nature of the colonies themselves. During these years, settlers continued to expand northward along the tidal regions of the Chesapeake Bay and its tributaries in search of agricultural land. For example, Virginia Puritans founded the community of Providence on the Severn River in 1649 and the county of Anne Arundel was formed the same year (Mathews 1907: 435). The fur trade also became less profitable as fur-bearing mammals became increasingly scarce, and conflicts between Indian groups like the Susquehannocks and the Five Nations Iroquois served only to exacerbate the situation. The Mohawk attacked the Susquehannocks in 1651 in what Jennings (1968:24-25) has characterized as a "proxy assault" by the Dutch on their allies, the Swedes, who were their trading rivals.

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One of the first settlements in the upper Bay was located on Spesutie Island, now a part of Aberdeen Proving Ground. In 1652, Nathaniel Utie established an informal settlement on the island, set up a trading post under the Maryland Colonial Authority, and procured a license to trade with the Indians (Grandine et al. 1982:3). Although other settlers soon followed, Susquehannock hostility threatened these early attempts at settlement. Incidents such as the killing of local settler John Foster and the destruction of some 1,000 pounds of tobacco by the Susquehannocks heightened tensions in the region.

The displacement of the proprietary interests by William Claiborne and Richard Bennett in March 1652 helped to facilitate peace negotiations with the Susquehannocks, who found themselves increasingly in conflict with the Iroquois Nations farther north. A peace treaty, signed less than four months after Claiborne took power, legitimized English claims to all lands on the western shore from the Patuxent River to Palmers Island, "[E]xcepting the Isle of Kent and Palmers Islands which belong to Captain Claiborne" (Fausz 1983; Maryland Archives II: 277-278). For its part, Maryland agreed to help defend the Susquehannocks against anticipated Seneca attacks. When those attacks came in 1663, the Seneca were defeated.

The 1652 treaty was the critical factor that allowed settlements in the upper Bay to expand, ultimately leading to the first formal land patents in Baltimore County in 1658. The earliest settlers in the region remained close to the shores of the Chesapeake Bay and its tributaries (Brooks and Parsons 1988:14). For the most part, these early patentees obtained land holdings that ranged between 50 and 150 acres. About 5 per cent of the land areas of these small tracts were cultivated; the remaining acreage was given over to pasture or timber. Until the second decade of the eighteenth century, indentured servants provided the principal labor force. On expiration of their indentures, they often became landless itinerant farm hands, the migrant workers of the colonial period. Plantation houses generally were modest; the average plantation dwelling consisted of two rooms and a loft. As Steffan (1993:15) has remarked:

Small-time operators who lacked the economic base to transform themselves into a confident gentry class occupied the top rungs of Baltimore County society... A Tidewater planter would have been struck by the absence of everything that made his life back home comfortable, convivial, and controllable.

There were, of course, exceptions to this generalized picture. During the mid-seventeenth century, much of the land area on the North Point peninsula was patented to Thomas Todd, whose family had owned property in the county since 1664. The Todd family was one of the earliest families to settle in the Patapsco Neck. The Todds also were one of the largest and wealthiest property owners in the Patapsco Neck. Todd, a merchant, sea captain, and farmer/planter, migrated first to Gloucester County, Virginia, where he established a successful tobacco plantation (Rivoire and Miller 1973). After acquiring his first land grant in 1664, Thomas Todd purchased parts of "Road River" and "North Point" (Jones and Farnham 2001:12). Lord Baltimore granted Thomas Todd an additional 700 acres. In 1670, Thomas Todd patented a large track of land that adjoined his property to the north, which he named "Denton" (Jones and Farnham 2001:12). He also patented a tract in Baltimore County known as "Todd's Range," and, by operating the two plantations in tandem to create a firm economic base, parlayed these investments to create a thriving tobacco factoring enterprise (Steffan 1993:18-20).

During this period, efforts to create an infrastructure within the Maryland colony proceeded only slowly, due primarily to the planter-oriented economy or "southern settlement system", under which each plantation was in effect its own small town and maintained its own direct ties with trading partners (Larew 1981:6). Overland transportation facilities were particularly slow to develop, given that water transport was much more direct and practical. Nonetheless, attempts were made to construct a series of "main roads" to connect major colonial cities and population concentrations. The Maryland Assembly took a first step towards implementing such a road system in 1666 by passing a law requiring each county to lay out a system of roads to make the heads of rivers and creeks "passable for horse and foot." Road-construction in Baltimore County had taken at least one leap forward by the end of the century; the predecessor of today's U. S. Route 40 had been constructed between a point just east of the Baltimore City

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all the way through to Havre de Grace on the Susquehanna River.

Towns also developed slowly during these early years. Baltimore County initially had been divided into governmental and military divisions called "hundreds," but by 1668, the Maryland Assembly began to pass laws designed to establish more formal governmental agencies. These so-called "town acts," of which there were several, were only marginally successful in creating communities during the seventeenth century. For example, nine years after construction of a courthouse was authorized at the original Baltimore Town on the Bush River, Old Baltimore also was designated as an official tobacco port, with the town land being described as "near the court house" (Browne 1885e:460, 465, 540; Davis et al. 1999). However, the Bush River community failed to develop as planned, partially because Baltimore County's growing merchant class slowly coalesced south around the Patapsco River. Perhaps reflecting this reality, the Assembly in 1680 ordered the establishment of Patapsco Town at Sparrow's Point, directly across Old Road Bay from North Point; however, this town also failed to develop (Brooks and Rockel 1979:18). By 1712, the Baltimore County seat of government had moved to Joppa Towne, midway between Old Baltimore on the Bush River and the developing "new" Baltimore on the Patapsco (Oelberg 1975). By 1729, a 60-acre (24.28-hectare) portion of Thomas Cole's "Cole's Harbour" patent, had been designated as the first Baltimore City. A second settlement, known as Jonestown, was established in 1732 just east of Baltimore Town; commonly referred to as "Old Town," Jonestown was incorporated into Baltimore City in 1745 (Scharf 1881:56).

The first Presbyterian Church services in Patapsco Neck were held at the Todd farmhouse in 1714 (Jones and Farnham 2001:23). The small congregation met at the farmhouse for several years, until the Presbyterian minister, Rev. Hug Conn, moved to another parish (Jones and Farnham 2001:23).

Rural Agrarian Intensification (1680 - 1815)

Tobacco dominated the economy of the coastal and riverine areas of the upper Chesapeake Bay during the late seventeenth and early eighteenth centuries. As the eighteenth century progressed, however, grain crops such as wheat and corn gradually comprised a larger portion of the region's agricultural output (Spraker 1928:5). One reason for this agricultural transformation was the movement of settlers into the interior uplands. Although some tobacco was grown in the interior and transported in hogsheads along "rolling roads," wheat had replaced tobacco as the dominant crop in Kent, Cecil, and Baltimore counties by 1740. Livestock also became an important agricultural commodity, and fishing supported residents living near the shores of the Chesapeake Bay (Bull 1973:4,15). Eighteenth century manufacturing enterprises generally were linked to the region's agricultural production. As farmers focused on the cultivation of wheat, gristmills were established along interior rivers and streams. The number of sawmills also increased, as lumbering emerged as a major occupation.

Baltimore's geographically strategic location influenced the economic development of the upper Chesapeake, and the city gradually came to dominate the economic life of the region. The emergence of a diversified regional economy that included agriculture (wheat), mining (iron), and natural resources (lumbering) assured the town's role as a mercantile manufacturing and shipping center. As eighteenth century farmers in Western Maryland and Southern Pennsylvania cultivated grain for export, Baltimore became a major shipping center. International and domestic trade fueled Baltimore's growth during this period. Merchants, -sea captains, and shipbuilders bought lots and constructed homes and businesses along the city's waterfront. The shoreline was extended and wharves and piers were built to accommodate larger-draft ships. By the mid-eighteenth century, Baltimore Town recorded a population of 200 and contained 25 dwellings, a church, two taverns, a pottery, and a distillery (Papenfuss et al. 1976:353; Scharf 1881:57). By 1758, the town had become such a regional center that Baltimore County's seat was again relocated there from Joppa Town (Ruckert 1976:16).

The American Revolution added more fuel to the already prosperous economy of the Patapsco region. Residents supported the war

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effort by opposing the Townsend Acts, by forming a local militia in 1774, by forging cannon and munitions for the Revolutionary Armies, and by outfitting vessels for the Continental Navy (Papenfuss et al. 1976:354). The commercial and manufacturing boom attracted new residents to the area, especially to Baltimore. Exiled Acadian, German, Scottish, and Irish immigrants swelled the town's population. African-Americans, both slave and free, also comprised a significant proportion of Baltimore's population (Goldfield 1991:131). Merchants, millers, and manufacturers became the city's social and economic elite. One nineteenth-century historian later observed that the town of Baltimore had been "enriched with the spoils of war" (Scharf 1881:60).

The economic boom generated during the Revolution continued after the war. In 1798, the value of Baltimore's exports exceeded \$121,000,000 (Ruckert 1976:25). By 1799, the city had become the third largest commercial port in the United States (Hall 1912:63). By 1804, 50 gristmills within an 18-mile radius of the city were producing flour for export (Bierne 1968:12). The shipbuilding industry flourished and local yards were renowned for the maneuverability and speed of the Baltimore Clippers, the fastest ships of the period. Through this period, the area around North Point apparently remained essentially rural; for example, Dennis Griffith's 1794 map of Maryland and Delaware shows clearly that North Point Road had been established, but this artery functioned to link the residents of Patapsco Neck with the economic vortex of Baltimore City.

During the War of 1812, the upper Chesapeake became a target for British incursions. British vessels patrolled Chesapeake waters, and His Majesty's troops ransacked plantations and burned towns along the shorelines of the bay (Miller 1949:69). North Point became directly involved in the conflict when, in August 1814, British forces landed there to begin the overland thrust of their attack on Baltimore City (Lord 1971:255, 272). Proceeding up what is now North Point Road, the British encountered the Americans' defensive line that had been drawn up at the narrowest point of the peninsula, between Bread and Cheese Creek and Bear Creek. Although the British outnumbered the Americans' combined force of 3,200 militia (composed of the 3rd Baltimore Brigade, the 6th Baltimore Regiment, a unit from Hagerstown, and 3 volunteer companies from Pennsylvania) by a factor of 4-3, the British failed to follow up their advantage (Brooks and Parsons:128-9). In part, this was due to the death of the English commander, General Ross, during the ensuing battle. The British eventually were forced to retreat (Ballweber 1988:20).

According to tradition, a member of the Todd family, Bernard Todd, and eight lookouts gave the first warning from his house that the British had landed and were marching towards Baltimore (Jones and Farnham 2001:23). The British supposedly burned the house in retaliation (Jones and Farnham 2001:23). Accounts of the events vary, and it is unclear if British troops burned the house during their advance up Patapsco Neck or during their retreat (Jones and Farnham 2001:23). The house was known by the British as an American post; the Shaw (Foulke) farm, which adjoined the Todd property to the north, was spared after the Shaw family opened the dwelling for use by the British (Jones and Farnham 2001:23).

The exact date of construction of the second Todd house is unclear. The archival record suggests that a brick dwelling was constructed by 1816, with additions constructed between 1836 and 1841 (Jones and Farnham 2001:24). It appears that additional modifications were made to the dwelling after the Civil War (Jones and Farnham 2001:24). It is believed that the gables were raised, and the decorative brackets and the paired Italianate windows were added (Jones and Farnham 2001:24).

Agricultural-Industrial Transition (1815 – 1870)

The population of Baltimore County fluctuated between 1820 and 1870, peaking at 174,853 in 1850 (Wesler et al. 1981:116). The population increased from 72,635 in 1820 to 92,329 in 1830 (Wesler et al. 1981:116). The county experienced a brief decrease in population after Baltimore City became its own entity separate from Baltimore County after 1850 (Wesler et al. 1981:116).

Between the War of 1812 and the end of the Civil War, industry and commerce were central components of the Baltimore region's economy. Sugar refineries, fertilizer plants, and cotton textile factories produced products for export markets; shipyards were

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replaced by coal yards, lumberyards, and oyster and vegetable canneries.

After the War of 1812, as tobacco became increasingly unprofitable, farmers in the region turned to producing other agricultural commodities, especially grain (Ballweber 1988). Grain production steadily increased between 1840 and 1860; there was a slight decrease in production in 1870 (Wesler et al. 1981:118). Corn and oats were the most abundantly produced grains (Wesler et al. 1981:118). Tobacco production fluctuated between 9,417 bushels and 1,941 bushels during the same time period (Wesler et al. 1981:120). Only 20 pounds of tobacco were produced in 1850 (Wesler et al. 1981:120). Farming and fishing remained the primary occupation of most residents in the rural areas surrounding Baltimore City. Baltimore's superior transportation facilities propelled the city's nineteenth-century economic development, which was based on the agricultural output of the rich fruit orchards and truck gardens of locales like the Patapsco and Bush River necks (Brooks and Rockel 1979:316).

During the nineteenth century, transportation systems in the northern Chesapeake region improved dramatically to facilitate shipment of agricultural and industrial goods to market. Developments included the establishment of regular sail and steamboat lines, the improvement of overland routes, and the construction of canals and railroads. In particular, the Chesapeake Bay remained a major commercial artery throughout the nineteenth century. To improve navigation and reduce the possibility of wrecks, lighthouses and towers were placed at key points along the shorelines of the upper Bay, beginning in the 1820s. Congress exercised its power of eminent domain to obtain the approximately 7-acre parcel on the western half of the North Point peninsula in 1821 (United States Lighthouse Service [USLS] File Md-30 [Cut-Off Channel Front Light Station 1904]).

The most important transportation improvement of the antebellum period involved construction of the region's first railroad line. Eventually known as the Philadelphia, Wilmington and Baltimore (PW&B) Railroad, the railroad began operation during the 1830s (Wright 1967:128). The railroad provided a far superior means of transporting perishable regional products like blackberries, strawberries, peaches, lumber, hogs, cattle, and milk (Cronin 1932:130-131). During the Civil War, the railroad also played an important role as a major shipping route for supplies needed by Union forces fighting in the South (Grandine et al. 1982:10).

The Civil War temporarily interrupted the economy of the Patapsco region. When the war began in 1861, the loyalties of Maryland's citizens were divided, because some large landowners owned slaves, while others violently opposed slavery. Such divided loyalties produced turmoil in Baltimore near the beginning of the war, particularly as Union troops were transported by rail through the city en route to the actual theatres of action further south. A major skirmish erupted between northern troops and a crowd of Baltimore residents near the Camden Street Station in April 1861; after that incident, the city was placed under martial law. Union troops patrolled Baltimore streets, and the city remained isolated during the war (Bierne 1968:35; Scharf 1881:788-791).

There were limited armed encounters in the Baltimore area during the Civil War, with one exception. In 1864, following the Union defeat at the Battle of Monocacy, Confederate cavalry units under General Bradley Johnson conducted guerilla operations around Baltimore. One of their objectives was to sever the lines of communication that linked Washington and Baltimore with cities that are more northerly. Major Harry Gilmore was ordered to capture the Baltimore Express train at Magnolia Station, located on the northern part of Gunpowder Neck, just north of the Baltimore County border. After capturing the train, Gilmore's troops torched it and placed it on the railroad bridge over the Gunpowder River, effectively destroying both train and bridge (Grandine et al. 1982:10). Outside of these incidents, however, the war had little direct effect on the Baltimore region.

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Industrial/Urban Dominance (1870 - 1930)

Once the war ended and transportation routes had been reestablished, the Baltimore region resumed its commercial expansion. However, while industries expanded within the City of Baltimore, the economy of the surrounding rural areas remained largely dependent on agriculture, fishing, and commerce in agricultural produce. The number of acres in farmland remained relatively constant between 1870 and 1910. The amount of land in farms peaked at 366,083 acres in 1880 (Wesler et al. 1981:117). Grains continued to be an important crop. With the exception of the production of corn, the production of the different types of grains (barley, oats, rye, buckwheat, and wheat) steadily decreased. Corn was the only grain whose production increased between 1870 and 1920 (Wesler et al. 1981:118). Tobacco production fluctuated between 1,941 pounds in 1870 to 13,650 pounds in 1890 (Wesler et al. 1981:120). In 1930, no tobacco was grown (Wesler et al. 1981:120). The total number of farms in Baltimore County slightly decreased from 3,587 farms in 1920 to 3,413 farms (University of Virginia Geospatial and Statistical Data Center 1998).

New industries developed during this period, including flint mining, flint powder milling, and vegetable canning. The canning industry employed large numbers of people and brought significant commerce to the region. Large canneries spurred agriculture in the area, because those facilities needed large quantities of fruits and vegetables from local farms for processing. Canning allowed larger volumes of agricultural goods to be shipped to markets at a lower price. In addition, this industry was successful because the area's railroads could carry the canned goods to important markets, including the nation's large cities (Grandine et al. 1982:11). The land within Patapsco Neck remained primarily agricultural until late in the nineteenth century.

The expansion and improvement of regional transportation networks and facilities were crucial to supporting the continued industrial and commercial expansion of the urban core. Many transportation improvements affected the peripheral regions surrounding Baltimore. The Philadelphia, Wilmington, and Baltimore (PW&B) Railroad, established before the war, continued to play a major role in regional transportation. In 1880, construction also began on an extension of the Baltimore and Ohio (B&O) Railroad between Baltimore and New York; by 1885, this line had been completed. Like the PW&B, the B&O transported agricultural goods to markets in Baltimore, and linked the region to other areas of the northeastern seaboard (Wright 1967:129-130).

Navigational improvements also were important, as shipping in and out of the Port of Baltimore began to involve larger and larger vessels. The need for additional channel markers led to the demolition of the old (1822) light at North Point, and its replacement by a pair of beacons marking the northern and southern ends of the Craighill (Cut-Off) Channel at the entrance to the Patapsco River. Beginning in 1874, Congress funded the replacement of "the two lighthouses now at North Point, Maryland" (United States Lighthouse Service [USLS], File #MD-29 [Appropriations 1873-1874]). The two new lights were known initially as the "Cut-Off Channel Range Lights;" they acquired their present name of the "Craighill Channel Upper Range Lights" at a later time (USLS File Md-29, Md-30).

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The nation-wide expansion of heavy industry during the late nineteenth century began to affect the Patapsco Neck area after 1885. In 1886, the Pennsylvania Steel Company established blast furnaces at Sparrows Point. The site, directly across from North Point, was selected because of its transportation access to Steelton, Pennsylvania, the company's home base, where the pig iron produced during the blasting process was converted into steel. The firm initially purchased 1,200 acres at Sparrows Point. As eventually built, the massive complex included a workers' village; four furnaces, each with a capacity of producing 250 tons per day; freight and passenger pier facilities; and railroad connections via the independently owned Baltimore & Sparrows Point Railroad Company, which fed into the Pennsylvania and Baltimore & Ohio Railroads. In 1889, the Chesapeake Mills lumber processing company was established; it produced about 250,000 board ft of lumber per day to supply the needs of the expanding steel mill (Myers 1974:6). Starting with a population of less than 1,000, the Sparrows Point complex eventually grew to include 1,200 houses with a population of over 8,000 by the 1920s. The town had all the conveniences of a small city: a modern sewage system, electricity, gas, and heat from the mills piped in. Transportation included a double track trolley line to Baltimore (Shanahan 1931; Myers 1974:7).

Spurred by economic expansion and increased industrialization, the population of Baltimore County grew during this time period. The population steadily increased between 1870 and 1930, peaking at 112,773 inhabitants in 1930 (Wesler et al. 1981:117). The industrialization of Baltimore County also took its toll on the county's agriculture sector. The acreage of land devoted to farming began to fall below 300,000 acres in 1920. In 1920, 280,618 acres of land were being farmed, and by 1930 the amount of land devoted to farming fell to 249,744 acres (Wesler et al. 1981:117).

The late nineteenth century also saw the first establishment of recreational facilities on Patapsco Neck. (Brooks and Rockel 1979: 319). Initially, the undeveloped shoreline areas of the Chesapeake became a popular location for duck hunting lodges. Prior to industrial development, William J. Albert had erected a three-story brick shooting lodge and clubhouse at Sparrows Point (Shanahan 1931; Dundalk/Patapsco Neck Historical Society 1976:1; Myers 1974:2; Janiszewski n.d.:5).

Recreational development of the shoreline areas continued during the early twentieth century. Several amusement parks were developed in the rural areas surrounding Baltimore, the most prominent of which was Bay Shore (Brooks and Parsons 1988:72-73). Bay Shore Park, opened in August 1906, was created during a period when trolley parks were popular throughout the United States. Although many streetcar companies operated amusement parks in the Baltimore area, the owners of the streetcar line, United Railways and Electric, wanted to own a park located near the water.

Architects Theodore Wells Pietch and Otto Simonson designed the park (Mueller 2001:4). Theodore Pietch (1968-1930) was born in Chicago and educated at the Massachusetts Institute of Technology and the Ecole des Beaux Arts. He practiced architecture in Baltimore after 1904 and designed the Zion Church, U.S. Fidelity & Guaranty Building, Eastern High School, and the Jackson Place School. Otto Simonson (1862-1922) designed the Maryland Casualty Company Building in Baltimore, and served as the Superintendent of Public Works in Baltimore (Withey and Withey 1970:472-473, 555-556).

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The park contained a variety of buildings and amenities. A concrete fountain, centered in a courtyard, became the park's focal point (Mueller 2001:4). Sidewalks radiating from the fountain led to other park attractions such as the 208-foot long streetcar station; a 2000-seat music pavilion with orchestra shell; a restaurant building; and a pavilion (Mueller 2001:5). Pergolas led from the restaurant building to the music pavilion and the dancing/billiard pavilion (Mueller 2001:6). A bowling alley was located behind the dancing/billiard pavilion; and a bathhouse was located on the beach side of the dancing/billiard pavilion. A wooden pier extended from the bathhouse into the bay.

A pavilion located on the bay side of the streetcar station housed a carousel made by the Dentzel Carousel Company (Mueller 2001:8). Founded around 1870, the nationally known Dentzel Carousel Company carved and created horses and menagerie animals for carousels. The company closed in 1928. A wooden pier extending into the bay from the carousel housed additional pavilions and shelters. The pier was constructed after the park opened due engineering and construction difficulties.

A concrete pier, commonly referred to as the Crystal Pier, was constructed in 1907. The park's second season also saw the expansion of amusements including a penny arcade, a circle swing, and a miniature railroad (Mueller 2001:13). Additional amusements included midway and a wooden roller coaster.

The sea swing constructed during the 1920s was one of the park's most popular attractions. Seats hanging from wires were attached to a multi-armed framing system. The swing moved in circular motions, dunking riders in the bay water (Mueller 2001:23). Attendance at the park fluctuated over the years and improvements continuously made to attract new visitors. In 1946, Bethlehem Steel Company acquired the land in the North Point area, including the land on which Bay Shore Park was located. The park closed at the end of the 1947 season, and many of the buildings were demolished in November and December 1947 (Mueller 2001:76). It is unclear if Bethlehem Steel acquired the property as part of a planned expansion or to prevent rival companies from establishing a plant in the area (Mueller 2001:68, Jones and Farnham 2001:27). The remaining buildings including the restaurant, the dance pavilion, the bandstand, the bathhouses, and the streetcar station were used for fire training by the Baltimore County Fire Department from 1951 to 1953 (Mueller 2001:76-78). Bethlehem Steel allowed employees to use the park for hunting and fishing. Bethlehem Steel did not proceed with any industrial expansion; by the late 1980s, the property had become a tax liability for the company (Mueller 2001:84). In 1987, the Maryland Department of Natural Resources acquired the approximately 1,310-acre parcel from Bethlehem Steel for the creation of North Point State Park.

It appears that improvements were made to the Todd property between 1904 and 1907. Improvements included the bay windows that are located on the dwelling's south and east elevations (Jones and Farnham 2001:27). The Todd property had been divided between Todd family heirs. Thomas B. Todd, Jr. received 271 acres, which included the Todd farmhouse, twelve tenant houses, a store, and a second dwelling (Jones and Farnham 2001:27). Thomas B. Todd, Jr. lived in the second farmhouse; his sister Clara and her husband John Gorsuch lived in the Todd farmhouse (Jones and Farnham:2001:27).

Modern Period (1930 - Present)

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During the modern period, the economic base of the Upper Chesapeake region shifted, as local manufacturers imported their raw materials from outside the United States rather than obtaining them domestically. This trend, coupled with increased competition from international producers, led eventually to the closure of Bethlehem Steel's massive Sparrows Point Steel Works.

Suburbanization continued around Baltimore, and shopping centers and housing subdivisions proliferated outside of the city's boundaries as more middle-class residents moved out of Baltimore City. Suburbanization, particularly the post-World War II increases in motor vehicle traffic, led to significant changes within the region. The area's road networks proliferated, with the interstate highway system providing routes both into and around Baltimore's downtown core. As automobile ownership increased, many forms of transportation originally established during the late nineteenth century failed; on Patapsco Neck, for example, electric railroad (trolley) service through the communities of Dundalk, Sparrows Point, and Fort Howard ended in 1958 (Brooks and Parsons 1988:116).

The continued suburbanization of Baltimore County impacted the county's agricultural industry. The number of farms declined during the early half of the twentieth century. In 1920, there were 3,587 farms in Baltimore County, by 1950, the number of farms in the county dropped to 2,743, representing a loss of over 800 farms (University of Virginia Geospatial and Statistical Data Center 1998). The number of Baltimore County farms continued to decline throughout the twentieth century. Baltimore County lost 1,962 farms between 1950 and 1997. According to the agricultural census, 781 farms with 75,795 acres devoted to agriculture remained in Baltimore County in 1997 (National Agricultural Statistics Service 2002). Major agricultural products included dairy, livestock, corn, soybeans, small grains, forages, and fruits and vegetables (National Agricultural Statistics Service 2002).

The property associated with the Todd farmhouse was reduced to approximately four acres in 1947 (Jones and Farnham 2001:35). At that time, Thomas B. Todd, Jr. created Todd's Inheritance, Inc. and transferred ownership of the Todd farmhouse to the corporation (Jones and Farnham 2001:35). The Todd farmhouse transferred out of Todd family ownership during the early 1970s when it was acquired by Elmer H. Cook, Jr. MdDNR acquired the dwelling and approximately four acres from Elva Cook in 2000 (MdDNR Acquisition List 2002). The property was listed on the National Register of Historic Places in 1973.

EVALUATION

One of the purposes of this current investigation is to evaluate North Point State Park as a potential historic district and to assess each MdDNR-owned built resource constructed prior to 1960 collectively and individually applying the National Register Criteria for Evaluation (36 CFR Part 60.4[a-d]), and the criteria for the Maryland Inventory of Historic Places (Article 83B of the Annotated Code of Maryland). As part of this evaluation, the state park was analyzed as a cultural landscape applying the National Register Criteria for Evaluation, Guidelines for Evaluating and Documenting Rural Historic Landscapes (McClelland and Keller 1995) and Guidelines for the Treatment of Cultural Landscapes (Birnbaum 1996). Elements examined as part of this analysis included spatial patterns and land use, topography, water features, circulation networks, cultural traditions, buildings and structures, clusters, and archeological sites.



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North Point State Park encompasses approximately 1,330 acres, including 667 acres of wildlands, located along the Chesapeake Bay. The park is located south of the town of Edgemere and southeast of Baltimore City in Baltimore County, Maryland. The land for the park was acquired between 1987 and 2000. The park includes more than six miles of shoreline along the Chesapeake Bay, Back River, and Shallow Creek (MdDNR 1993:5). Wetlands include the Black Marsh, considered to be one of the finest tidal marshes on the upper Chesapeake (MdDNR 1993:5). Park activities and amenities consist of hiking and biking trails, tidal fishing, flatwater paddling, birding, and picnicking.



The park as a MdDNR land unit does not represent a concentration, linkage, or continuity of resources united historically or aesthetically by plan to qualify as a district eligible for listing in the National Register of Historic Places. North Shore State Park is not a cohesive, recognizable entity. The park consists of recreational, agricultural, and domestic uses that were not historically linked. Historically unrelated land uses (recreation and agriculture) and circulation systems (North Point Road and the access road to Bay Shore Park) were linked when the park was established in 1987. Approximately 667 acres are classified as wildlands to remain in a natural state and undeveloped (MdDNR April 2002:3). The recreational facilities are restricted to the portion of the park historically associated with Bay Shore Park. Recreational amenities include hiking and biking trails and a visitor's center. Agricultural resources are located along North Shore Road and are geographically and visually separate from the park's recreational resources.

McClelland identified property and landscape types and sub-types necessary to evaluate state parks (McClelland 1998:499). These types include park road systems, trail systems, major and minor developed areas, designated natural areas, entranceways, scenic overlooks, scenic resources, waysides, campgrounds, and picnic areas (McClelland 1998:500). The current character of the park is the result of modest construction undertaken since the property was acquired in 1987. The hiking and biking trails, parking lots, and visitor's center were constructed during the late 1990s. The management practices and the park resources constructed after 1987 that have shaped the cultural landscape of the park do not meet the qualities of exceptional significance under Criterion Consideration G necessary to qualify for listing in the National Register of Historic as a district.

The cultural landscape contained within the current park boundaries reflects two unrelated, yet distinctly recognizable, historic districts: Bay Shore Park and the Todd Family Farms. The built resources associated with Bay Shore Park provide a tangible connection between the environment and recreation, while those associated with the Todd Family Farms represent a tangible connection between the environment and agriculture. The two districts are significant for their association with important events and the broad patterns of domestic architecture. The appropriate historic contexts for evaluating these resources include the themes of recreation and agriculture during the period ca. 1820 to 1960.



In 1992, Determination of Eligibility (DOE) forms were completed for Bay Shore Park (BA-2361 and the amusement park's trolley station (BA-2362). The trolley station, amusement pier, center fountain, sidewalk circulation system, building foundations, and power plant (identified as the trolley booster station) were determined eligible for the National Register of Historic Places under Criterion A for their association with the development of streetcar-related recreation between 1906 and 1947 (Bowlin

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1992). The boundaries for the Bay Shore Amusement Park as delineated in the 1992 DOE also included the ranch house, dog pen, gas shed, storage shed, and pump shed. The pen and three sheds were constructed in 1950, after the amusement park closed; they are non-contributing resources to the Bay Shore Park Historic District. In addition, they do not possess individual significance necessary for listing in the National Register of Historic Places. The ranch house was constructed ca. 1930. Originally, it was one of a set of four caretaker's houses where workers at the amusement park lived (Steve Takos, personal communication, 21 January 2003). According to park rangers, the residence was expanded and upgraded in 1950 as the watchman's residence after the property was purchased by Bethlehem Steel (Steve Takos, personal communication, 21 January 2003). Although the building was constructed during the period of the amusement park's operation, the Bethlehem Steel Corporation altered the dwelling ca. 1950. The dwelling lacks integrity due to a series of renovations and the use of modern materials. The dwelling is not a contributing element to the Bay Shore Park Historic District.

The three properties formerly associated with the Todd family include the Todd Farmhouse (Todd's Inheritance) (BA-146,), listed in the National Register of Historic Places in 1973; the New Todd Farmhouse (BA-1390), constructed ca. 1890; and, the former Ridgely Todd house, constructed ca. 1930. These three properties represent a significant concentration, linkage, and continuity of resources united historically to qualify as a district eligible for listing in the National Register of Historic Places under Criteria A and C. The properties represent the broad pattern of local agricultural history (Criterion A) and the broad historical trends in domestic architecture (Criterion C). The Todd Farmhouse was identified as significant for its association with the agricultural heritage of the Patapsco River Neck under National Register Criterion A (Rivoire and Miller 1973). Each Todd agricultural complex is a contributing element to the Todd Family Farms Historic District. The Todd properties were shaped by human activity and are linked by a continuity of areas of land use. The Todd family properties embody the qualities of significance and retain sufficient integrity of design, feeling, workmanship, materials, setting, and association to adequately convey their period of significance (ca. 1816 to 1960) for inclusion in the National Register.

Individual Resources

The Shaw House (BA-147,) constructed ca. 1800 was demolished by 1977 (Rick Ruszin and Steve Takos, personal communication 21 January 2003; MdDNR 1993:13). The foundation and cellar are the only remaining features of the dwelling. A barn and three outbuildings, all constructed ca. 1900, represent the remaining elements of the farm complex. The Shaw complex is not eligible for the National Register due to a loss of historical associations and architectural integrity. Without the farmhouse, the remaining agricultural buildings no longer possess the qualities of significance to illustrate the early twentieth-century agricultural context of the region.

The Bennett House was constructed ca. 1942. The dwelling is isolated from the park's active recreation area and is not associated with the park's recreational or agricultural resources. Research to date has not yielded associations with an important event (Criterion A) or broad historical trends in domestic architecture (Criterion C). This property was not evaluated under Criterion B. The dwelling does not contribute to the two National Register-eligible districts, Bay Shore Park and the Todd Family Farms. The

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property might contribute to a historic district comprising mid-twentieth century dwellings, whose boundaries fall primarily beyond those for North Point State Park.

9. Major Bibliographical References

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See continuation sheet.

10. Geographical Data

Acreage of surveyed property 1,330

Acreage of historical setting 1,330

Quadrangle name Sparrows Point/Middle River

Quadrangle scale 1:24,000

Verbal boundary description and justification

The boundaries of the survey area comprise all property owned by Maryland Department of Natural Resources within the legal boundaries of North Point State Park as of January 2003.

11. Form Prepared By

name/title K. Peeler, D. Grose, C. Heidenrich, K. Grandine

organization R. Christopher Goodwin & Associates, Inc.

date 6/30/04

street and number 241 East Fourth Street, Suite 100

telephone 301-694-0428

city or town Frederick

state MD zip code 21701

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

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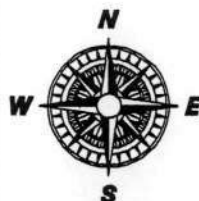
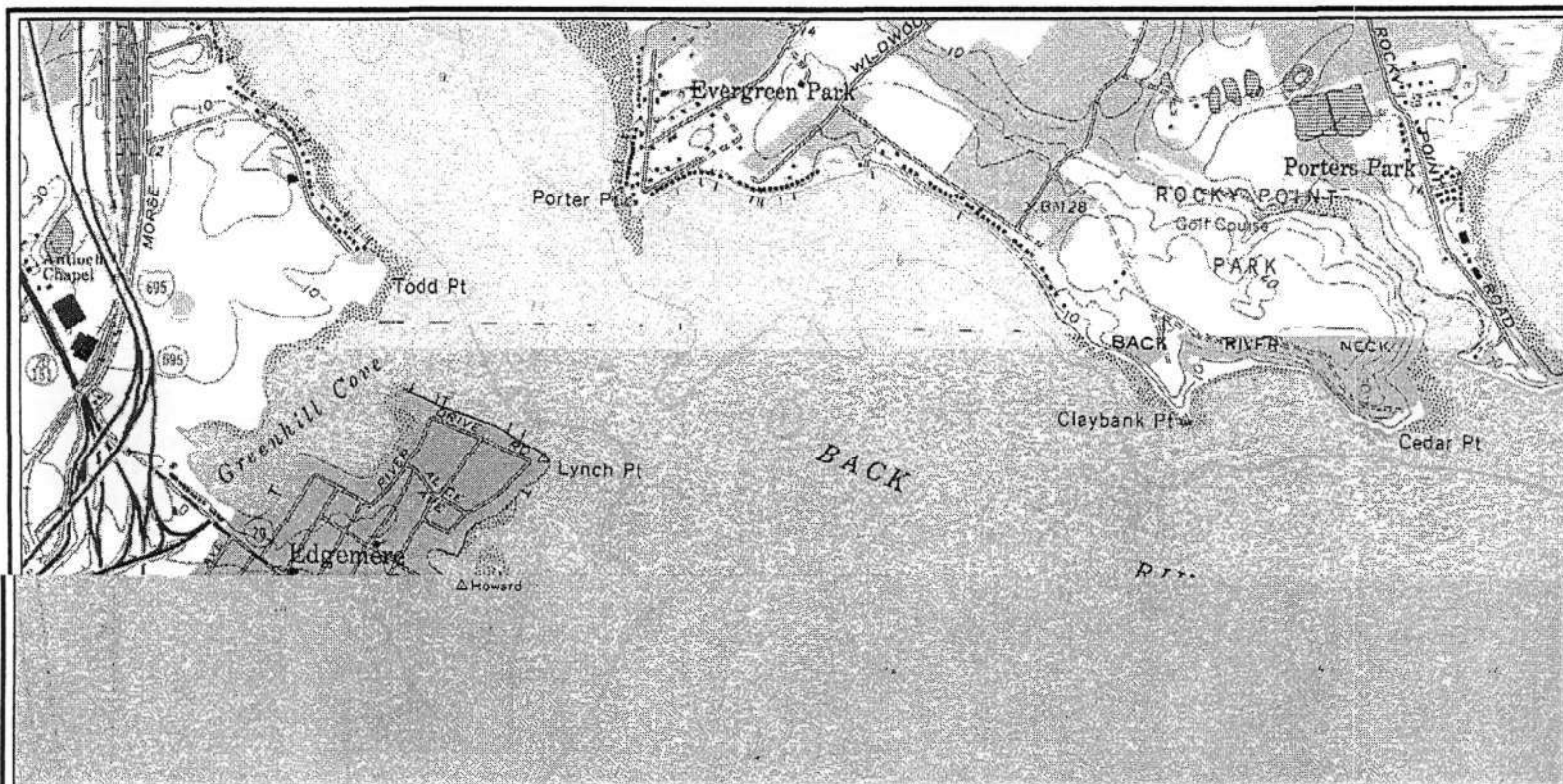
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KEY:



NORTHPOINT STATE PARK



NORTHPOINT BUILT RESOURCES

0 1000 2000 4000 Feet

Disclaimer: This is for general location only.

SOURCE: SPARROWS POINT, MD 1969
(PHOTOREVISED 1974)
MIDDLE RIVER, MD 1998
7.5" QUADRANGLE;
MARYLAND HISTORIC TRUST 2002

NORTH POINT STATE PARK

(BA-3091) EDMERE VICINITY
BALTIMORE COUNTY, MD

DATE: 6/21/04

DRAWN BY: TAG



R. Christopher Goodwin & Associates, Inc.
241 East Fourth Street, Suite 100 Frederick, MD 21701

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. BA-3091

North Point State Park
Continuation Sheet

Number Photo log Page 1

The following information is the same for each photograph:

1. MIHP # BA-3091
2. North Point State Park
3. Baltimore County, Maryland
4. R. Christopher Goodwin & Associates, Inc.
5. February 2003
6. MD SHPO

Photo Log

2. Shaw (Foulke) Barn (BA-147), looking west.
3. Shaw (Foulke) Outbuildings (BA-147), looking south.
5. Todd's Inheritance (BA-146) Dwelling, looking north.
6. Todd's Inheritance (BA-146) Garage, looking south.
7. Todd's Inheritance Cemetery (BA-146), looking southeast.
8. New Todd Farmhouse (Inman house) (BA-1390), looking north.
9. New Todd Farmhouse (Inman house) Carriage House (BA-1390), looking north.
10. New Todd Farmhouse (Inman house) Equipment Shed (BA-1390), looking west.
11. Former Ridgely Todd House, looking east.
12. Former Ridgely Todd Garage, looking east.
13. Bay Shore Amusement Park (BA-2361) Ranch House, looking east.
14. Bennett House. looking north.
16. Bay Shore Amusement Park Pier (BA-2361), looking northwest.
17. Bay Shore Amusement Park (BA-2361) Fountain with new park visitor center in background, looking west.
18. Bay Shore Amusement Park Trolley Station (BA-2362), looking southwest.
19. Site 18BA375 (Bay Shore Trolley Line) and Bay Shore Amusement Park (BA-2361) Powerhouse, looking southeast.
20. (Bay Shore Amusement Park (BA-2361) Gas Shed and storage building, looking east.
21. Bay Shore Amusement Park (BA-2361) Pump Shed, looking east.



BA-3091
North Point SP
Baltimore Co MD

REG A

2/2003

MD SHPO

Shaw farm hse BA-147,
view NE

1/21



BA - 3091

North Point SP

Baltimore Co. MD

RCGA

2/2003

MD SHPO

Shaw barn BA-147, view W

2/21



BA-3091
North Point SP
Baltimore Co., MD
RCBA

2/2003
Shaw outbldgs BA-147,
view S

3/21



BA-3091
North Point SP
Baltimore Co. MD
RCGA

2/2003

MD SAPO

Todd's Inheritance BA-146,
view S

4/21



BA - 3091

North Point SP

Baltimore Co. MD

REGA

2/2003

MD S⁴PO
Todd's

Inheritance BA-146,

View N

5/21



BA-3091
North Point SP
Baltimore Co. MD
RCG-A

2/2003

MD SHPO

Todd's Inheritance garage BA-146,
view S

6/21



BA-3091
North Point SP
Baltimore Co. MD
RCG-A

2/2003

MD SHPO

Todd's Inheritance Cemetery BA-146,
view SE

7/21



BA - 3091

North Point SP

Baltimore Co. MD

RCGA

2/2003

MD SHPo

New Todd farmhse BA-1390,

view 1)

8/21



BA-3091

North Point SP

Baltimore Co. MD

RCG A

2/2003

MD SHPO

New Todd farm hse carriage hse

BA-1390, view N

9/21



BA-3091

North Point SP

Baltimore Co. MD

RCG-A

2/2003

MD SHPO

New Todd farmise equipment shed

BA-1390, View W

10/21



BA-3091

North Point SP

Baltimore Co. MD

RCG-A

2/2003

MD SHPO

Former Ridge/ly Todd hse,
View E

11/21



BA-3091
North Point SP
Baltimore Co. MD
RCGA

2/2003
MD SHPO
Former Ridge by Todd garage, view E
12/21



BA-3091
North Point SP
Baltimore Co. MD

RCGA

2/2003

MD SHPO

Ranch Hse, View E

13/21



BA - 3091
North Point SP
Baltimore Co. MD

REG-A

2/2003

MD SHPO

Bennett hse, view N

14/21



BA - 3091
North Point SP
Baltimore Co. MD

REGA

2/2003

MD SHPO

18BA371 view E

15/21



BA-3091

North Point SP

Baltimore Co. MD

RCCA

2/2003

Bay Shore Amusement Park BA-2361

Pier, View NW

16/21



BA - 3091
North Point SP
Baltimore Co. MD
RCA

2/2003

MD SHPO

Bay Shore Amusement Park
Fountain + Visitor center,
View W

17/21



BA-3091
North Point SP
Baltimore Co. MD

REG-A

2/2003

MD SHPO
Bay Shore Amusement PK
Trolley Station view SW

18/21



BA-3091
North Point SP
Baltimore CO MD

RCGA

2/2003

MD SHAPO

Site 186A375 + Powerhse
View SE

19/21



BA-3091
North Point SP
Baltimore Co. MD
RCCA

2/2003

MD SHPO

Bay Shore Amusement Park BA-2361
gas sheds/storage, view E

20/21



BA-3091
North Point SP
Baltimore Co.

RCGA

2/2003

MDSAPO

Bay Shore Amusement PK
BA-2361 pump hse
View E

21/21